The Hong Kong Daily Press.

No. 6189 號九十八百壹千六第 日二念八月八年丑丁緒光 HONGKONG, FRIDAY, SEPTEMBER 28TH, 1877. 五拜禮 號八十二月九英 港香 [PRICE $2½ PER MONTH.

SHIPPING.

ARRIVALS.

September 26, METZOR, German bark, 600, R. Dinkelberg, Hamburg 20th May, Merchandise and Coals.—MELCHERS & Co.

September 26, FU-YEW, Chinese str., 920, A. Crood, Shanghai 23rd Sept., General.—C. M. S. N. Co.

September 26, SPARTAN, British str., 987, John Cooper, Penang 16th Sept., and Singapore 20th, General.—JARDINE, MATHESON & Co.

September 27, ULYSSES, British str., 1,560, Guard, Liverpool 27th July, Milford Haven 6th August, Suez 21st, Penang 12th September, and Singapore 20th, General.—BUTTERFIELD & SWIRE.

September 27, PEIHO, German bark, 250, C. Christiansen, Newchwang 14th Sept., Beans.—AENHOLD, KARBERG & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, SEPTEMBER 27TH.

Charlotte Andrews, British bark, for Hoihow.
Charlton, British steamer, for Cooktown, &c.
Jan Peter, German bark, for Monte Video.
Louisa, German bark, for Haiphong.
Zamboanga, Spanish steamer, for Singapore.

DEPARTURES.

September 27, HOI-CHUNG, Chinese gunvessel, for Canton.
September 27, MAID MARIAN, British brig, for Nagasaki.
September 27, ROTTERDAM, Dutch bark, for Cape St. James.
September 27, ANTIPODES, British bark, for Newchwang.
September 27, NAMOA, British steamer, for East Coast.
September 27, FU-YEW, Chinese steamer, for Canton.
September 27, HOWSANG, Chinese str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Ulysses*, str., from Liverpool, &c.:—
For Hongkong.—Mrs. Lilley and child, Mrs. Walker and child, and Miss Rogers, and 364 Chinese. For Shanghai.—Miss Elder.
Per *Fu-yew*, str., from Shanghai:—
Mr. G. Holmes and 120 Chinese.
Per *Spartan*, str., from Penang, &c.:—
260 Chinese.

TO DEPART.

Per *Charlton*, str., for Cooktown:—
Messrs. William Grant, Aines Crawford, Charles Holdrick, Robert Hart, John Connell, Edward Lassen, Richard Rees, and Thomas Humblos, and 4 Chinese.
Per *Charlotte Andrews*, for Hoihow:—
2 Chinese.
Per *Zamboanga*, str., for Singapore:—
371 Chinese.

REPORTS.

The German bark *Peiho* reports left Newchwang on 14th September, and had fresh N.E. winds on the passage.

The Chinese steamship *Fu-yew* reports left Shanghai on 23rd September, and had strong N.E. winds and cloudy weather with heavy sea all the passage.

The German bark *Metzor* reports left Hamburg on 20th May. From Sunda Straits, 29 days having experienced a succession of calms and light airs all the way. The rest of the passage fine weather.

The British steamship *Ulysses* reports left Liverpool on 27th July, Milford Haven on 6th August; arrived at Port Said on the 20th; left Suez on the 21st; arrived at Penang on 10th September, and left again on the 12th; arrived in Singapore on the 13th, and left again on the 20th; and had light winds till the 25th, then strong N.E. winds to port.

The British steamship *Spartan* reports left Penang on 16th September at 4.30 p.m., and Singapore on the 20th at 1 p.m. Spoke the British bark *Elmdale*, from London to Hongkong, on the 21st instant, in lat. 4.9 N. and long. 105.49 E. Was in company with the steamship *Ulysses* on the 22nd and 23rd instant. The first part had calms. On the 24th and 25th fresh N.E. gales and a heavy sea to port.

SHANGHAI SHIPPING.

September— ARRIVALS.

15, Pym, British bark, from Hongkong.
15, Vesta, American bark, from Hakodadi.
15, Atalanta, German str., from Nagasaki.
15, Shanghai, British steamer, from Hankow.
16, Pautah, Chinese steamer, from Tientsin.
16, Kiangkwan, Chinese str., from Hankow.
16, Thistle, British gun-vessel, from Japan.
17, Argentino, British str., from Nagasaki.
17, Tuh-yew, Chinese steamer, from Hankow.
17, Hedvig, Swedish bark, from Nagasaki.
17, Appin, British steamer, from Tientsin.
18, Chefoo, British steamer, from Tientsin.
19, Peking, British steamer, from Hankow.
19, Hae-shin, Chinese steamer, from Tientsin.
19, Capella, Swedish bark, from Keelung.
19, J. Peirce, French bk., from Burrard's In.
20, Saikio Maru, Japan. str., from Nagasaki.
20, Ornate, British bark, from Nagasaki.

September— DEPARTURES.

14, Taku, British steamer, for Tientsin.
14, Hae-ting, Chinese steamer, for Tientsin.
14, Tungting, Chinese steamer, for Hankow.
14, Strathearn, British bark, for Portland.
15, Hankow, British steamer, for Hankow.
15, Luzan, British brig, for Tientsin.
15, Juan, British steamer, for London.
15, Airlie, British schooner, for Foochow.
16, Haining, British steamer, for Tientsin.
18, Shanghai, British steamer, for Hankow.
18, Tokio Maru, Japan. str., for Nagasaki.
18, K. Flickinger, Amr. sch., for Chefoo.
18, M. B. Tower, Amr. sch., for Newchwang.
19, Hanyang, British steamer, for Hankow.
19, Appin, British steamer, for Tientsin.
19, Avona, British bark, for Nagasaki.
20, Morro Castle, Amr. bark, for Newchwang.

YOKOHAMA SHIPPING.

September— ARRIVALS.

8, Wilhelmine, Ger. bark, from Hakodadi.
11, Gaelic, British str., from San Francisco.
11, Tanais, French steamer, from Hongkong.
13, Nagoya Maru, Japan. str., from Shanghai.
13, Yorkshire, British steamer, from H'kong.
14, Lothair, British ship, from London.
14, Clifton, British bark, from Antwerp.
14, Bernhard Carl, Ger. bark, from Hamburg.
14, Chingtoo, Brit. 3-m. sch., from Hakodadi.
15, Sunda, British steamer, from Hongkong.

September— DEPARTURES.

9, China, American steamer, for S. Francisco.
9, Tai-lee, German bark, for Hakodadi.
12, Malacca, British steamer, for Hongkong.
12, Saiko Maru, Japanese str., for Shanghai.
13, Gaelic, British steamer, for Hongkong.
14, Tai-lee, German bark, for Hakodadi.

VESSELS EXPECTED AT HONGKONG.

(Corrected to Date).

Jessie Jamieson	Cardiff	July 13
Abernyte	Liverpool	July 14
Tiger	Naples	July 17
Carl Ritter	Cardiff	July 18
Globe	Deal	July 25
Ferdinand	Cardiff	July 30
Egeria (s.)	Hamburg	Aug. 7
Anchises (s.)	Liverpool	Aug. 9
Papa	Cardiff	Aug. 10
North Star	Cardiff	Aug. 11
B. P. Bouverie	Penarth	Aug. 11
Rogulus	Cardiff	Aug. 14
Moss Glen	Penarth	Aug. 14
Cashmere	Liverpool	Aug. 15

AUCTION SALES TO-DAY.

None.

NOTICES OF FIRMS.

NOTICE.

THE INTEREST and RESPONSIBILITY of the Undersigned in the Firm of Messrs. BROWN & Co., of Amoy, CEASED on the 31st December, 1873.

DUNCAN DAVIDSON.
Amoy, 24th September, 1877. [1m1465

NOTICE.

WE have been appointed AGENTS for the GERMANIC LLOYD, GERMAN AND INTERNATIONAL SOCIETY FOR THE CLASSIFICATION OF SHIPS.

MELCHERS & Co.
Hongkong, 11th September, 1877. [1m1389

NOTICE.

MR. WM. O. HOWLAND is authorized to SIGN our FIRM'S NAME per procuration.

WILLIAMS & Co.
Swatow, 1st December, 1876. [6m913

NOTICE.

ON the FIRST NOVEMBER I purpose establishing myself in FOOCHOW as an EXCHANGE and GENERAL BROKER, COMMISSION AGENT, and PUBLIC ACCOUNTANT.

C. D. WEEKS.
Foochow, September, 1877. [1410

NOTICE.

MR. CHARLES DAVID BOTTOMLEY was admitted a PARTNER in our Firm on the 1st July, 1877.

DOUGLAS LAPRAIK & Co.
Hongkong, 22nd September, 1877. [1451

NOTICE.

THE INTEREST and RESPONSIBILITY of CHARLES AUGUSTUS WILD, EDMUND HENRY LAVERS, HUGH FRANCIS RAMSAY, and FRANCIS GILMAN in our Firm at Hongkong and Foochow, CEASED on the 30th April, 1877.

The Firm now consists of WILLIAM STEWART YOUNG and EDWARD TOBIN.

GILMAN & Co.
Hongkong and Foochow,
22nd September, 1877. [1m1452

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREIG are authorized to SIGN the NAME of our FIRM per procuration at FOOCHOW, and Mr. F. F. ELLWELL at AMOY.

RUSSELL & Co.
China, 1st June, 1877. [6m867

NOTICE.

MR. EDWARD BURNIE will conduct the BUSINESS of my Office, during my temporary absence from the Colony.

R. H. CAIRNS,
Surveyor to Local Offices and Lloyds', Register of Shipping.
2, Club Chambers,
Hongkong, 19th March, 1877. [8m485

NOTICE.

MR. F. W. HAGEDORN has CEASED to be a PARTNER in our Firm here and in China.

VOGEL, HAGEDORN & Co.
Hongkong, 1st September, 1877. [1m1338

NOTICE.

MR. F. C. DITTMER is authorized to SIGN our Firm per Procuration.

SANDER & Co.
Hongkong, 23rd June, 1877. [1033

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....5,000,000 of Dollars.
RESERVE FUND.....650,000 of Dollars.

COURT OF DIRECTORS:—
Chairman—H. HOPPIUS, Esq.
Deputy Chairman—F. D. SASSOON, Esq.
E. R. Bollitos, Esq. A. McIver, Esq.
W. H. Forbes, Esq. Wilhelm Reimers, Esq.
Hon. W. Keswick. Ed. Tobin, Esq.
CHIEF MANAGER.
Hongkong—THOMAS JACKSON, Esq.
MANAGER.
Shanghai—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON & COUNTY BANK.

HONGKONG—INTEREST ALLOWED.
On Current Deposit Accounts at the rate of 1 per cent. per Annum on the daily balance.
On Fixed Deposits:—
For 3 months 2 per cent. per annum.
For 6 months 4 per cent. per annum.
For 12 months 5 per cent. per annum.
LOCAL BILLS DISCOUNTED.
CREDITS granted on approved Securities, and every description of Banking and Exchange business transacted.
DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.
T. JACKSON, Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East,
16] Hongkong, 16th August, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA, AND CHINA.

CAPITAL.....£800,000.
RESERVE FUND.....£110,000.
Bankers.
THE BANK OF ENGLAND.
THE CITY BANK.
THE NATIONAL BANK OF SCOTLAND.

The BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange business.

Local Bills discounted, and interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application. [904

"JAPAN GAZETTE."
YOKOHAMA.

HAVING been appointed AGENT in HONGKONG and SOUTH CHINA for the *Japan Gazette*, "Japan Gazette Summary," and "Hong List," Orders for Subscriptions and Advertisements for that Paper will be received at this Office.
Hongkong Daily Press Office.
Hongkong, 23rd May, 1877. [809

NORTH GERMAN FIRE INSURANCE COMPANY AT HAMBURG.

THE Undersigned, AGENTS for the above Company, are prepared to GRANT INSURANCES to the extent of $65,000, on first-class risks at current rates.

MELCHERS & Co.
Hongkong, 27th March, 1876. [64

THE SCOTTISH IMPERIAL INSURANCE COMPANY.

THE Undersigned, having been appointed Agent in Hongkong for the above-named Company, is prepared to GRANT POLICIES against FIRE on Buildings, and on Goods to the extent of £10,000, at the usual rates, subject to an immediate discount of 20 %.

Attention is invited to a considerable reduction in Premia for LIFE INSURANCE in China.

A. MACG. HEATON.
Hongkong, 27th September, 1875. [75

THE SECOND COLONIAL SEA AND FIRE INSURANCE COMPANY OF BATAVIA.

THE Undersigned, having been appointed Agents in Hongkong for the above Company call SPECIAL ATTENTION OF SHIPPERS to the low rates of Premium charged for all steamer risks, besides which a Brokerage of THIRTY-THREE and ONE-THIRD PER CENT. (33⅓ %) will be allowed on risks to ports in China, Japan, the Philippines, and the Straits. On risks to all other ports the Brokerage will be FIFTEEN PER CENT. (15 %) only.

SIEMSSEN & Co.,
Agents.
Hongkong, 1st July, 1874. [78

TO BE LET.

TO LET,
With Possession 1st September,
HOUSES, Nos. 4 and 5, PECHILI THREADE, Elgin Street.
Apply to
LANE, CRAWFORD & Co.
Hongkong, 21st July, 1877. [tf1181

TO LET.

A FIRST-CLASS GRANITE GODOWN on the Praya, Wanchi.
Apply to
OLYPHANT & Co.
Hongkong, 1st March, 1877. [tf28

TO LET.

THE DWELLING HOUSE at WEST POINT, known as "Shirley House," now in the occupation of HERBERT COPE, Esq.

Also,

The THREE LARGE HOUSES (recently thoroughly repaired) known as FLETCHER'S BUILDINGS, adjoining the Control Department. They may be occupied as entire Dwellings or in Flats, and would be suitable for a Mess or Boarding Establishment.

SPACIOUS GRANITE AND COAL GODOWNS, connected with the above, fronting the Harbour and Queen's Road. Stabling.

Apply to
SHARP, TOLLER, AND JOHNSON,
Solicitors.
Supreme Court House,
Hongkong, 17th September, 1877. [665

TO LET.

THE DWELLING HOUSE & OFFICES, No. 1, D'AGUILAR STREET, lately in the occupation of Messrs. DOUGLAS LAPRAIK & Co.

The DWELLING HOUSE No. 10, GOUGH STREET.

Apply to
DOUGLAS LAPRAIK & Co.
Hongkong, 10th July, 1877. [788

TO LET.

HOUSE, No. 10, ALBANY ROAD, lately occupied by the Rev. R. H. KIDD.

"BISNEE VILLA," POKFOOLUM, Furnished.

Nos. 8 and 9, PEDDAR'S HILL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 29th August, 1877. [30

TO LET.

NO. 3, LOWER MOSQUE TERRACE. Possession from the 1st November next.
Apply to
SHARP, TOLLER, AND JOHNSON.
Hongkong, 21st September, 1877. [1439

TO LET.

THE DWELLING HOUSE in CAINE ROAD, at present in the occupation of H. DE POUEY, Esq. Possession from 1st November next.
Apply to JOHN JACK,
East Point.
Hongkong, 6th September, 1877. [1357

TO LET.

NO. 8, MOSQUE TERRACE. Gas and Water laid on.
Apply to T. G. LINSTEAD.
Hongkong, 5th September, 1877. [1m1354

TO LET.

THE COMMODIOUS HOUSE, No. 3, in POTTINGER-STREET, with Out-houses and Garden attached; Gas and Water laid on.
Apply to
H. N. COOPER & Co.
Hongkong, 10th September, 1877. [1378

FOR SALE.

DOUBLE-BARREL GUNS, CENTRE and PIN-FIRE, with Cartridges, Cartridge Cases, Wadding, Shot, &c. Also RIFLES and REVOLVERS.
Apply to J. F. SCHEFFER,
54, Praya Central.
Hongkong, 18th September, 1877. [1419

G. FALCONER AND CO.,
WATCH AND CHRONOMETER MANUFACTURERS AND JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS, AND BOOKS.
No. 46, QUEEN'S ROAD CENTRAL.

NOTICE.

A. MILLAR AND CO.,
PLUMBERS AND GAS FITTERS.
QUEEN'S ROAD EAST,
HONGKONG. [tf1409

FOR SALE.

A POWERFUL STEAM LAUNDRY.
For Particulars, apply to
J. M. ARMSTRONG.
Hongkong, 3rd September, 1877. [tf1337

FOR SALE.

COTTAGE PIANOS.
Apply to
SIEMSSEN & Co.
Hongkong, 31st May, 1877. [tf854

FOR SALE, PER 1 DOZEN QUARTS.

TOSAR & Co.'s SHERRY, White Seal	$8
TOSAR & Co.'s SHERRY, Yellow Seal	$9
BISQUIT DUBOUCHE & Co.'s BRANDY	$8
CLARK & ELLIS' OLD IRISH WHISKY	$12
CLARK & ELLIS' OLD TOM	$8
BURGUNDIES.	
NUIT, Pints (2 dozen)	POLLACK $12
CHABLIS, Quarts (1 dozen)	POLLACK $12
CHAMBERTIN, Quarts (1 doz.)	and $15
CHAMBERTIN, Pints (2 doz.)	MEYER'S $16
MULLER FREERES' ST. JULIEN	$4
ITALIAN WINES D'ASTI.	
VERMOUTH, 1 dozen Quarts	$6
BAROLO, 1 dozen Quarts	$7
PASSITO, 1 dozen Quarts	$7
MOSCATO, 1 dozen Quarts	$7
NEBIOLO-MOUSSEUX, 1 dozen Quarts	$8
VICOMTE DE LA PEYRIERE CHAMPAGNE.	
CARTE BLANCHE, 1 dozen Quarts	$7

HESSE & Co.
Hongkong, 13th July, 1877. [1097

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to GRANT INSURANCES at Current Rates.

MELCHERS & Co.,
Agents, Royal Insurance Company.
Hongkong, 27th March, 1876. [65

PHŒNIX FIRE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.
Agents.
Hongkong, 27th June, 1872. [67

LIVERPOOL AND LONDON AND GLOBE INSURANCE COMPANY.

FROM this date, until further notice, a discount of Twenty per cent. (20 %) upon the current local rate of Premia will be allowed upon Insurances effected with this Company.

DOUGLAS LAPRAIK & Co.,
Agents.
Hongkong, 27th June, 1872. [68

SUN FIRE OFFICE.

THE Undersigned is prepared to Grant Policies against Fire to the extent of $50,000 on First-class Risks.

A Discount of Twenty per cent. (20 %) upon the Current Local Rates of Premia will be allowed upon Insurances effected with this Office.

T. G. LINSTEAD,
Agent, Sun Fire Office.
Hongkong, 4th October, 1876. [79

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

TO-MORROW,

the 29th September, 1877, at 2 o'clock P.M., at No. 8, Peddar's Hill,—

The whole of the HOUSEHOLD and OFFICE FURNITURE, &c., comprising:—Office DESKS, WRITING TABLES, PAPER PRESSES, SHELVES, PIGEON HOLES, COPYING PRESSES, CHAIRS, CLOCKS, TABLES, GLASS BOOKCASES, CARD TABLES, WHATNOTS, Morocco Covered CHAIRS, Brass BEDSTEADS, Mahogany Marble-top WASHSTAND, Rep-covered CHAIRS, WARDROBE, CHEST of DRAWERS, BAROMETER, THERMOMETER, &c.

One IRON SAFE and STAND.
And
One CHUBB'S Patent Fire-proof IRON SAFE.
Two FLAGSTAFFS.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All lots, with all faults and errors of description, at purchasers' risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer.
Hongkong, 27th September, 1877. [1466

SPANISH CONSULATE.

NO acceptable offers having been received at the First Auction of the Spanish War Vessels

"BERENGUELA" AND "CIRCE"

(declared by the Government "useless for further service").

a Second PUBLIC AUCTION of these Vessels will take place, at the OFFICES of the MARINE DEPARTMENT, MANILA, on the 17th October, 1877, at 10 o'clock A.M., under the same Conditions as before, namely:—

The Upset Prices of the Vessels will be, for the

Frigate "BERENGUELA"... $20,926.98
Corvette "CIRCE"..... $5,278.27

and no offer will be received which does not exceed these amounts.

Inventory, Form of Tender, and all other Particulars respecting the above can be obtained at the Offices of this Consulate.

A. FARAUDO,
Consul for Spain.
Hongkong, 24th September, 1877. [1453

FOR SALE.

THE CUTTER YACHT "WAVE," as she now lies at East Point, with SPARS, SAILS, &c., complete.
Apply to L. L. BUSH.
Hongkong, 29th August, 1877. [tf1318

W. CRAWFORD AND CO.,
57, CARTER LANE, ST. PAUL'S,
LONDON, E.C.,

Beg to state that they are open for any Commercial Transactions, as to Consignments, for Granting Drafts, and presenting Commercial Bills of Acceptance and Payment. For Buying English Goods at a very Small Commission, and forwarding Goods to any place in England or the Continent.

We beg to draw your attention to a very important English Invention we have on hand, viz., WOOLLEN BLANKETS OR COVERINGS, OF LARGE SIZES, COMBINED WITH AN AIR PILLOW.

It will be found most necessary and useful for Military Men, Travellers, Invalids, for use in Hospitals, &c., &c., possessing amongst others the following advantages:—It is the finest substitute for a Bed. The Pillow can be raised or lowered at any time with the greatest ease. It will pack up in a very small compass, and can be carried about without any inconvenience.

PRICE FROM 15s. TO 35s EACH.

When ordering the above article, please remit the amount of your order to

6m1176] W. CRAWFORD AND Co.

THE TOURIST'S GUIDE.
REDUCED PRICE, $1.

Containing the names of all the Articles of Trade, objects of Natural History, Furniture, &c., &c., with the Punti and Mandarin Pronunciation.

Also a few copies of the GRAMMAR OF THE CHINESE LANGUAGE, in two Parts.
The *Daily Press* Office.

NOTICE.

THE Undersigned has been appointed AGENT at THIS PORT for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.
Hongkong, 6th June, 1877. [tf894

PHŒNIX FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents to the above Company at this Port, are prepared to grant Policies against Fire to the extent of $40,000, on Buildings or on Goods stored therein.

DOUGLAS LAPRAIK & Co.
Hongkong, 9th November, 1868. [66

MANCHESTER FIRE ASSURANCE COMPANY OF MANCHESTER AND LONDON.

THE Undersigned have been appointed Agents for the above Company at Hongkong, Canton, Foochow, Shanghai, and Hankow, and are prepared to grant Insurances at Current Rates.

HOLLIDAY, WISE & Co.
Hongkong, 15th October, 1868. [71

CHINESE INSURANCE COMPANY (LIMITED).

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two-thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premia contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & Co.,
General Agents.
Hongkong, 17th April, 1873. [80

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

INCORPORATED BY ROYAL CHARTER AND SPECIAL ACTS OF PARLIAMENT.

ESTABLISHED 1809.

CAPITAL—£2,000,000.

THE Undersigned, Agents at Hongkong for the above Company, are prepared to grant Policies against FIRE, to the extent of £10,000 on any Building, or on Merchandise in the same, at the usual rates, subject to a discount of Twenty per cent. (20 %).

GILMAN & Co.,
Agents.
Hongkong, 7th July, 1874. [76

BATAVIA SEA AND FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed Agents for the above Company, are prepared to grant Insurances as follows:—

MARINE RISKS.

Policies at Current Rates, payable either here, in London, or at the principal ports of India, Australia, and the East.

A BROKERAGE of THIRTY-THREE and ONE-THIRD PER CENT. will be allowed on all LOCAL RISKS.

FIRE RISKS.

Policies granted on First-class Buildings to an extent of $20,000.

A DISCOUNT of TWENTY PER CENT. (20 %) upon the Current Local Rates will be allowed on all premium charged for insurance; such discount being deducted at the time of the issue of Policy.

RUSSELL & Co.,
Agents.
Hongkong, 1st January, 1874. [69

INTIMATIONS.

CUTLER, PALMER & Co.'s CELEBRATED WINES.

We have secured some Excellent Wines and Cognac of the well known shippers, CUTLER, PALMER & Co., and invite comparison with any and all other brands.

We have to offer:

	Per 1 doz. quarts.
CUTLER, PALMER & Co.'s CHAMPAGNE	$12
Per 2 doz. pints, $13.	
CUTLER, PALMER & Co.'s HOCHHEIMER	$8.50
CUTLER, PALMER & Co.'s CHATEAU MORTON	$12
CUTLER, PALMER & Co.'s CHATEAU PALMER	$10
CUTLER, PALMER & Co.'s CHATEAU LAROSE	$7
CUTLER, PALMER & Co.'s ST. JULIEN	$6
CUTLER, PALMER & Co.'s CANTENAC	$5.50
CUTLER, PALMER & Co.'s MEDOC	$4.50
CUTLER, PALMER & Co.'s HAUT SAUTERNE	$9
CUTLER, PALMER & Co.'s SHERRY, fine full flavour, black seal	$10.25
CUTLER, PALMER & Co.'s SHERRY, Vino Puro, blue seal	$9
CUTLER, PALMER & Co.'s SHERRY, Manzanilla, red seal	$8.50
CUTLER, PALMER & Co.'s SHERRY, Vino de Pasto, blue seal	$8.25
CUTLER, PALMER & Co.'s COGNAC 1 star	$6.25
CUTLER, PALMER & Co.'s COGNAC 2 star	$7.50
CUTLER, PALMER & Co.'s COGNAC 3 star	$9
CUTLER, PALMER & Co.'s COGNAC 4 star	$10.50

E. BLACKHEAD & Co.
Hongkong, 13th December, 1876. [46

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned, Agents for the above Company, are prepared to grant Policies against Fire to the extent of $50,000 on any one

FIRST-CLASS RISK,

at Current Rates.

A RETURN OF TWENTY PER CENT. (20 %) will be made on the premium charged on all Insurances, such RETURN being payable on the issue of the Policy.

GIBB, LIVINGSTON & Co.,
Agents,
Imperial Fire Insurance Company.
Hongkong, 1st March, 1874. [74

THE NORTH-CHINA INSURANCE COMPANY.

SUBSCRIBED CAPITAL
TAELS TWO MILLIONS, IN 1,000 SHARES OF TAELS 2,000 EACH.
PAID-UP CAPITAL
TAELS SIX HUNDRED THOUSAND, OR TAELS 600 PER SHARE.

PROVISIONAL COMMITTEE.

F. H. BELL, Esq.,
Messrs. ADAMSON, BELL & Co.
M. S. GUBBAY, Esq.,
Messrs. DAVID SASSOON, SONS & Co.
JAMES HART, Esq.,
Messrs. TURNER & Co.
E. H. LAVERS, Esq.,
Messrs. GILMAN & Co.
HUGH SUTHERLAND, Esq.,
Messrs. JOHN FORSTER & Co.
A. G. WOOD, Esq.,
Messrs. GIBB, LIVINGSTON & Co.

HEAD OFFICE.
SHANGHAI.

SECRETARY.
HERBERT S. MORRIS, Esq.

BANKERS.
HONGKONG AND SHANGHAI BANKING CORPORATION.

BRANCHES.
LONDON (25, CORNHILL, E.C.), HONGKONG, YOKOHAMA.

AGENCIES.
AT THE PRINCIPAL PORTS IN THE EAST AND AUSTRALIAN COLONIES.

THE Company will be constituted on the 1st January, 1878, as a permanent Marine Insurance Company, to carry on the business (established in 1863) of the NORTH-CHINA INSURANCE COMPANY 1875-1877.

A Reserve Fund will be formed of Taels 400,000, by setting aside a portion of the profits at such times and in such sums as the Shareholders shall decide.

The net profits of the Company for each year will be divided amongst the Shareholders in the following manner:—

One-third over the Shares, a portion thereof being set aside for the formation of a Reserve Fund as above stated.

Two-thirds as a return to Contributors (being Shareholders), in proportion to the Premia paid or influenced by them.

A revision of the Share List will take place at the end of every three years, and for this purpose power will be given to the Directors by the Deed of Settlement to withdraw at the before-mentioned periods all or any of the Shares held by Shareholders who have not contributed Premia or whose contributions during the preceding three years have not been in proportion to the number of Shares held.

Shareholders retiring from the Company in pursuance of the above regulation, will be notified at least three months prior to the date fixed for any such revision of the Share List, and will have the option of disposing of their Shares in either of the following ways:—

They will be at liberty at any time after receipt of notice of withdrawal, and prior to the date of revision, to sell their Shares to any person approved by the Company and accepted as the transferee; or,

Upon surrendering their scrip certificate for cancellation at the time of such revision, and pursuant to notice, will receive a return of the Capital paid up thereon; and so soon after as the financial position of the Company up to the date of the revision can be ascertained and the accounts adjusted, they shall also receive a pro rata share of the Reserve Fund, if any accumulated, together with such proportion of the unappropriated profits as may be found due to them.

NOTICE IS HEREBY GIVEN, that applications for Shares in the undermentioned form will be received at the Offices of the Company, from residents in China and Japan, until the 30th September, from London and distant ports until 31st October next.

FORM OF APPLICATION FOR SHARES.

TO THE PROVISIONAL COMMITTEE OF THE NORTH-CHINA INSURANCE COMPANY.

GENTLEMEN,

hereby request that you will allot to ..... Shares in the above Company, and ..... agree to accept such Shares, or any less number you may allot to ....., and agree to pay the first Call of Tls. 600 per Share, and all subsequent Calls, and to subscribe the Deed of Settlement when required to do so.

Gentlemen,
Your obedient servant,

Forms of Application for Shares can be obtained at the Head Office, or by application to the Agents of the Company.

Shanghai, 18th June, 1877. [110

INTIMATIONS.

HONGKONG HOTEL.

TENDERS are invited for a LEASE of the HONGKONG HOTEL, the present Five-yearly Lease expiring on the 31st August, 1878. SEALED TENDERS to be sent in on or before the 31st March, 1878, to the SECRETARY of the HONGKONG HOTEL COMPANY, LIMITED, who will supply any information required.

By Order of the Directors,
LOUIS HAUSCHILD,
Secretary.
Hongkong, 15th September, 1877. [1421

NOTICE.

ON and after the 1st proximo the FARE of the KOWLOON FERRY BOAT "MORNING STAR," to and from Kowloon, will be 10 Cents each trip, instead of 5 Cents as hitherto charged.

M. BUXSOO.
Hongkong, 24th September, 1877. [12i1449

NOTICE.

THE OFFICES of Messrs. ADAMSON, BELL & Co. are This Day REMOVED to the First Floor of the Premises in QUEEN'S ROAD, lately occupied by the COMPTOIR D'ESCOMPTE DE PARIS.

Offices to be Let on the Ground Floor.
Hongkong, 24th September, 1877. [tf1450

DENTAL NOTICE.

DR. STOUT has RETURNED, and will be ready to receive Patients on MONDAY, the 24th instant, until further notice, at his Rooms, Ground Floor, HOTEL DE L'UNIVERS.

Office hours, 8 to 12 Noon and 2 to 4 P.M.
Hongkong, 22nd September, 1877. [1446

ESTATE OF
BERTRAM ATHERTON MITFORD,
of Foochow, Deceased.

ALL PERSONS INDEBTED to the above Estate are requested to make immediate Payment to the Undersigned, and those Persons having Claims against it must send in Particulars, accompanied by the proper vouchers, before the 20th of October next.

CHAS. A. SINCLAIR,
H.B.M. Consul, Foochow.
H.M. Consulate,
Foochow, 15th September, 1877. [7d1447

APONG AND CO., PHOTOGRAPHERS,
31, QUEEN'S ROAD CENTRAL,
OPPOSITE SAYLE & Co.'s.

This Establishment has always on hand a large Stock of Views of Hongkong, Canton, and Macao, and their Environs, of a SUPERIOR KIND at MODERATE PRICES.

The Proprietors, who are prepared to take Photographs of every description, any size, and execute all kinds of out-door work, guarantee the perfection of Photography.

Note the address:
31, QUEEN'S ROAD CENTRAL.

JOHN SKINKER, 115, PINE STREET,
SAN FRANCISCO, CALIFORNIA,
Sole Agent on the Pacific Coast for
WINCHESTER REPEATING ARMS Co.'s Repeating Rifles, Carbines, and Muskets, Model 1866 and 1873; Plain Mounted, or Gold, Silver, or Nickel-Plated, and Beautifully Engraved.
METALLIC CARTRIDGES
of all sizes and kinds for Pistols or Rifles of their make. [3m1305

CORPORATE & REGISTERED TRADE MARK.

CHRISTOPHER JOHNSON AND CO.,
WESTERN WORKS,
SHEFFIELD,
Manufacturers of the highest class
ENGINEER'S CAST STEEL, FILES, TOOLS, CUTLERY, &c.

SOLE AGENTS FOR HONGKONG AND CHINA,
HARRIS, GOODWIN AND Co.,
HONGKONG and SHANGHAI,
who will always carry a large Stock of Files, Cutlery, and other Goods. [3m1348

THE Undersigned have been appointed Sole Agents for the Sale of their Goods in Hongkong and China by Messrs. J. & R. TENNENT, Glasgow, and Messrs. DAVID COESAR & SONS, Arbroath.

ARNHOLD, KARBERG & Co.
Hongkong, January, 1867. [59

MANCHESTER FIRE ASSURANCE COMPANY.

THE Undersigned Agents are in receipt of instructions from the Board of Directors authorizing them to issue Policies to the extent of £10,000 on any one First-class Risk, or to the extent of £15,000 on Adjoining Risks at Current Rates.

A Discount of 20 % allowed.

HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 8th January, 1875. [72

THE ON-TAI INSURANCE COMPANY (LIMITED).

CAPITAL TAELS 400,000. EQUAL TO $555,555.55.

DIRECTORS.

LEE SING, of the Lai Hing Firm.
CHAN SHUNG LAI, of the Lai Yuen Firm.
WONG YIK PUN, of the Chun Cheong Wing Hong.
LOO YEE, of the Yee On Firm.
FONG SOEY FUNG, of the Tung Sang Wo Hong.
WONG PAK CHEONG, of the San Tye Lee Hong.
PUN PONG, of the Wy Sing Firm.

MANAGER—HO AMEI.

MARINE RISKS on Goods, &c., taken at CURRENT RATES to Australia, California, Manila, Singapore, Saigon, Penang, and to all the Treaty Ports of China and Japan.

Head Office, 48, Bonham Strand,
Hongkong, 1st June, 1877. [1331

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed Agents for the above Company, are prepared to accept Risks against Fire at Current Rates, subject to a Bonus of 20 per cent.

SIEMSSEN & Co.,
Agents.
Hongkong, 18th November, 1872. [77

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to GRANT POLICIES AGAINST FIRE to the extent of 45,000 Dollars on Buildings or on Goods stored therein, at Current Local Rates, subject to a Discount of 20 % on the premia.

NORTON & Co.,
Agents.
Hongkong, January, 1876. [68

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF HIS MAJESTY KING GEORGE THE FIRST. A.D. 1720.

THE Undersigned having been appointed Agents for the above Corporation, are prepared to grant Insurances as follows:—

MARINE DEPARTMENT.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China, and Australia.

FIRE DEPARTMENT.

Policies issued for long or short periods at current rates.

A discount of 20 % allowed.

LIFE DEPARTMENT.

Policies issued for sums not exceeding £5,000, at reduced rates.

HOLLIDAY, WISE & Co.
Hongkong, 25th July, 1872. [73

INTIMATIONS.

THE ROYAL BIJOU VARIETY TROUPE
will perform at the
LUSITANO THEATRE,
ON

NOTICE.

A. S. WATSON AND CO.,
FAMILY AND DISPENSING
CHEMISTS,
By Appointment to His Excellency the GOVERNOR and his Royal Highness the
DUKE OF EDINBURGH,
WHOLESALE AND RETAIL DRUGGISTS
PERFUMERS,
PATENT MEDICINE VENDORS,
DRUGGISTS' SUNDRYMEN,
And
AERATED WATER MAKERS,

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. WATSON and Co., or
HONGKONG DISPENSARY. [58

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

The Daily Press.

HONGKONG, SEPTEMBER 28TH, 1877.

THE Satsuma insurrection in Japan is at length, we trust, finally crushed. The insurgents, under SAIGO and KIRINO, after their recent, and, as it was believed, crowning defeat at Nobeoka managed to recover somehow, and collect their scattered forces, made a sudden onslaught upon Kagoshima, which, being undefended, was taken without difficulty. They then burned several of the public buildings, and, it is alleged, perpetrated savage atrocities on the women and children of the place. The Imperialist commanders, with a strange want of caution, immediately after the victory at Nobeoka, had commenced disbanding their troops, and numbers of them were on their way to the capital when the news of SAIGO's sudden exploit at Kagoshima burst like a thunder-clap upon them. It is difficult to conceive of a greater act of folly than that committed by the Imperialists in leaving so important a stronghold as Kagoshima open to attack, when they knew that SAIGO and other leaders of the rebels were still at large and likely to re-appear at the head of their remaining followers. It is true that a tremendous blow, which there was excellent reason for believing would prove mortal, had been inflicted upon the insurgents, but common prudence should have suggested the advisability of securing every position in Kinshiu until it was apparent that the last ember of discontent had been thoroughly trampled out. This the Japanese Government failed to do, and the mistake cost them dear. To do them justice, however, they lost no time in retracing their steps, and taking vigorous measures to repair the mischief done. Their troops closed in upon Kagoshima some thirty thousand strong, it is said, with the deliberate intention of annihilating the insurgents, who they declared had forfeited their right to receive mercy by the atrocities they had committed. The followers of SAIGO were evidently deficient in numbers, and their resources, both of food and ammunition were limited, hence they could not, probably, have made a prolonged stand. At all events, they have, we learn by telegram, surrendered at discretion. The telegram also states that the ringleaders are dead, which no doubt means that they committed *hari-kiri* before the surrender of the place, knowing that they were not likely to receive any mercy, from the naturally incensed Government.

It is a good thing for the country that this most unfortunate civil war is now at an end. The loss in life and money caused by it must have been very serious, and cannot fail to be felt severely for several years to come. It would be difficult to gather reliable statistics of the actual mortality resulting from the struggle, but figures are given by the *Osaka Nippo* which serve as some sort of guide in this respect. This paper says that the number of Imperialists killed between the 22nd February—the date of the outbreak of the war—and the 30th June was 2,734; and of wounded 12,625, of whom 1,411 subsequently died in hospital, making a total of 4,145 who perished up to the above date. Since that time several engagements have occurred, and there is no doubt that another two thousand have been added to the roll of the Imperialist losses. The rebels have certainly lost as many, and possibly more, while of the wounded numbers will doubtless succumb to their injuries eventually, or else be non-producers, in a country where it is peculiarly difficult to support idle hands. To attempt to give any estimate of the sum spent on arms, ammunition, equipment, and transport of troops, and of the losses by destruction of buildings and other property, together with that accruing from interference with trade caused by the war would, of course, be utterly impossible, but it must aggregate to a large amount, especially for a poor country like Japan. We hope most sincerely that this is the last revolt with which the Government of the MIKADO will be troubled. There are rumours of trouble gathering in Tosa, and a conspiracy in the province of Iyo has been discovered. This latter was fortunately nipped in the bud, and now that the Satsuma insurrection has been suppressed the men of Tosa will see the hopelessness of any appeal to the sword to obtain what they desire. On the other hand, the Government ought to try its utmost to eradicate the causes for disaffection among the people. Japanese Ministers would do wisely to concede a little to popular opinion. Even if the demand for representative institutions cannot at present be granted, the Government might at least enter vigorously upon the work of administrative reform, and prepare the way for further changes. The progress of events in Japan during the past few years has certainly been rather startling, and it is possible that it has been too rapid, but it is vain to try and turn back the tide. The only safe thing is to try and direct it into smooth channels.

The steamer *Amoy* left Shanghai for this port yesterday morning.

We learn that by the next steamer belonging to the Ocean Steamship Company due in this port twenty new police constables will arrive from Scotland. It is satisfactory to hear of this seasonable addition to the thinned ranks of the European contingent of the Police Force.

We observe that the shed, or what was once a shed, on Peddar's Wharf, has got into a terribly dilapidated state, the top having been nearly all blown away. Any protection from sun or shower it is now quite useless, and as passengers to Kowloon frequently have to wait on the wharf, proper shelter should be provided. It would not cost much to build a new patshed, to replace the one which is now falling to pieces, and we trust this will be done.

The promenade concert in the Public Gardens on Wednesday evening was again very well attended. The band of the 23th Regiment, under the spirited conductorship of Mr. E. P. Hirst, went through a capital programme and were frequently applauded. The night was rather dark and cloudy, the moon not making her appearance till late, but the Gardens were well and tastefully illuminated by Chinese lanterns. Plenty of seats were provided, and the arrangements were all satisfactory. The Chinese were present in greater force than on any previous occasion.

The *Java Bode* has the following:—"Captain Robertson, of the British barque *Dartmouth*, bound from Cardiff to Hongkong, which passed Anjer on the 6th inst., requests that it be reported to Lloyds, that on the 28th August last, in 42.00 S. and 28.00 E. he spoke the British ship *Duchess of Argyle*, 1,600 tons burthen, from London to Melbourne, under shortened sail, having rigging, tackle, &c., overboard, and the hull damaged on the starboard side. She showed blue lights at daybreak, which were answered in like manner. The captain of the *Duchess* rejected every offer of assistance and requested it to be reported that everything was in order."

At the Marine Court yesterday Adam Johnston, master of the British ship *Harbinger*, charged Charles Ferner, a seaman, and John Browning, a sailmaker on board, with being drunk and disorderly on the 26th instant. The prosecutor said at 1.30 p.m. yesterday he went on board and found the prisoners drunk and riotous. The first prisoner came aft and was violent towards him. He told him to go away, but he would not; he then gave him into the custody of the police. The second prisoner was drunk and interfered with the police. The characters of both prisoners was generally good. The prisoners admitted that they had too much to drink. They were ordered to forfeit two days' pay each.

THE BLOCKADE OF HONGKONG.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—In your editorial of the 23rd instant, you touch again on the much vexed question of the Chinese customs blockade of this port, which affects in more or less degree the trade of the Treaty Ports of China and Japan. By a coincidence, simultaneously with the publication of your remarks, the mail from England placed us in possession of a Bluebook recently issued by order of the House of Commons, containing the "proposed regulation of the import and export trade of the Port of Gibraltar" which deals with an analogous case to that of Hongkong, and I confidently recommend it to the notice of your readers as apparently offering a solution to the important and troublesome question upon which you comment. To begin with: Gibraltar is a free port, geographically and politically occupying much the same relation to southern Spain that Hongkong does to southern China; and if opium is substituted for tobacco the same arguments used by the Spanish authorities (and admitted by the English Government) might fairly be used by the Chinese Government with reference to Hongkong, and, *vice versa*, the arguments of those who are opposed to the new law. The Spanish revenue cruisers (guarda costas) have exercised a far more active and irritating interference with the trade of Gibraltar than the gunboats of the Hoppo have with that of Hongkong.

The English Government have satisfied themselves after careful inquiry that under the shelter of the free trade privileges enjoyed by Gibraltar, a number of lawless characters (principally aliens) are engaged in a contraband trade to the detriment of a friendly neighbouring nation; surely the same is true of Hongkong; and it is worth while quoting an extract from the masterly despatch on this subject of the Secretary of State for the Colonies (Lord Carnarvon) to the Governor of Gibraltar, under date 29th of May last, in reply to the memorialists resident at Gibraltar who were opposed to the new regulations:—"It is clear that in ordinary circumstances one nation is not bound to assist another in the enforcement of its fiscal laws, &c., &c., &c. But though one country need not assist another, it does not follow that it may not so frame its municipal law, where special circumstances exist, as to prevent its ports being used as the bases of systematic smuggling into the other country. Comity and a desire to promote good neighbourhood have led to treaties and understandings between nations on this subject. And I am wholly unable to agree with the memorialists that measures which directly or indirectly tend to prevent frauds upon the fiscal laws of another country are at variance with international law. It would be impossible, I conceive, to produce one passage from any authoritative book on international law sanctioning such a proposition. Her Majesty's Government have arrived at the conclusion that the case of Gibraltar is one where on strong grounds both of morals and policy it is incumbent on them to regulate the trade of the place afresh, in such a manner that while the operations of legitimate trade shall not be materially hampered, the Port may cease to offer peculiar facilities to the habitual depredators on the Spanish revenue, who now make it the basis of their operations, &c., &c."

If such legislation is considered imperative by the English Government with regard to tobacco imported into Spain, how much more necessary does it appear "incumbent" on them to legislate with regard to the illicit trade in opium (an article by which the Indian revenue benefits so largely) carried on from this colony under shelter of similar free trade privileges.

This illicit trade is principally beneficial to Chinese of a desperate class who are engaged evading the laws of their country. Suppress this smuggling trade, and a blow is struck at the most daring of the criminal classes of Chinese who congregate here and make it their centre of operations!

It has been ascertained beyond doubt that upwards of two-thirds of the opium imported annually into this colony is exported in a contraband manner without paying any duty whatever to the Chinese customs, causing a loss of revenue amounting to $1,000,000. Such being the case, is it to be wondered at that the Chinese authorities exert themselves to suppress as much as possible a trade so disastrous to their revenue!

—Surely some such arrangement as the English Government are carrying into effect at Gibraltar would meet the case here, and lead to the removal of the blockade which provokes so much ill-feeling.

The opium imported into this colony can easily be registered either by Stamp Ordinance or otherwise, of course at the expense of the Chinese authorities, and if necessary, an opium farmer or registrar might be empowered (acting under the supervision of the colonial authorities) to issue permits freeing all opium exported from taxation until it reaches its destination. Or, as in the case of tobacco at Gibraltar, all opium exported from Hongkong should be exported under bond (similar to that given in the northern ports on exporting grain) returnable when the opium reaches its destination. It appears only possible by some such arrangement to discourage this illicit trade, which is alike detrimental to the true interests of the colony, is the cause of ill-feeling engendered, and contributes in no mean degree to the augmentation of crime here; at least, such is my opinion in the light of twenty years' experience in the East.—Yours, &c.,

OLD RESIDENT.

Hongkong, 27th September, 1877.

POLICE COURT.

September 27th.

BEFORE THE HON. C. MAY.

BREACH OF THE RIVER ORDINANCE.

Captain Cary, of the Hongkong, Canton, and Macao Steamboat Company's steamship *Kinshan*, was summoned for carrying 754 passengers in excess of the number allowed by the Ordinance, on the 24th inst., the number allowed being 920 and 1,674 having been carried. Mr. Brereton appeared for the defence.

Inspector Grimes, of the Water Police, said—About four p.m. on the 24th inst., after counting the passengers which arrived by the steamer *Ichang*, I went to the Canton Steamer Wharf. I had with me four European and five or six Chinese constable on shore, and four police boats. I gave certain directions to the menand at the same time I observed the *Kinshan* coming in. I noticed her lower deck was very much crowded with Chinese passengers and there were a good many on the upper deck. After the steamer was made fast to the wharf by the companies' coolies, I called out to the chief officer, Mr. Lefavour, "I am going to count the passengers from the main gangway and the gangway for the first class." He said "All right." I posted P.C. Harms and Chinese constable 448 with him, at the fore gangway, which I saw was not used. I posted Sergeant Grant and P.C. Somerville at the gangway leading from the main deck. P.C. Schmidt was posted between the main and fore gangways. P.C. Lindress was posted between the main gangway and the gangway that goes up to the upper deck. P.C. Swarg and P.C. London were placed at the Preya entrance to the wharf and the gate was closed. The four police boats surrounded the waterside of the steamer. I took up the main gangway myself, having with me my Sergeant Interpreter Lin Pang and two Chinese constables. The police boats were each manned by four Chinese constables. I had seen all the Chinese boats cleared away before the steamer came up to the wharf. With my interpreter I counted 1,490 passengers, including Chinese and a few coloured men, coming from the main hatch. After this I went on to the lower deck with the interpreter, and there I counted thirty-one who were waiting to get coolies to carry their baggage ashore, making a total for my counting of 1,521. When I had counted about 1,000 of the passengers Mr. da Costa, the secretary of the company, came up to me and said to the passengers "man man," putting his hand across the gangway to stop them, and turned round to me and asked me if I had a warrant. I said "I am on duty, go away," putting my hand between him and the passengers, and he then went away. No person went on board the steamer by the main gangway with the exception of one woman, a passenger, whom I allowed to return on board to fetch something, and I did not count her twice. I did not count children in arms or children up to about four or five years of age. It took me very nearly an hour to count the number of passengers I have stated.

By Mr. Brereton—The *Kinshan* is a long and pretty large steamer. The after part of the vessel on the main deck is open, and has railing along, so that a person might get in or out easily if that part of the steamer were close to the wharf. To get to it from a sampan they would have to climb up by hooking on with a rope. I did not go on board or send any men on board before the steamer arrived at the wharf. For some time before reaching the pier the steamer comes on very slowly, and I should think anyone on board could see those on the end of the wharf. I was in uniform, and the sergeants and constables also. I have seen fish boats and sampans surround the steamer on one or two occasions. I did not go on board until I went to count the thirty-one passengers. I have been present when the steamer was leaving for Canton, and have seen the passengers go on board, but not lately. I do not know that the company takes any precautions to prevent more than proper number going on board. I have no knowledge of any tally system. On one occasion before, about May last, I counted the passengers by the *Kinshan*, and found them below the number, and subsequently, by observation, I saw that they were below the number. I know that the feast of lanterns took place last week, on the 21st instant. I have heard that on such occasions great numbers of Chinese resort to Canton. I don't know that the passengers on the 24th were the people returning from that festival, but I should think it probable. From the time I sighted the steamer until she arrived at the wharf no one boarded the steamer. After she was moored no one got on board by the main gangway, and the constables whom I stationed at the other points will speak as to them. No one was allowed to remain on the wharf as the steamer came in with the exception of the coolies who had the company's hats on, and a few chair coolies. When Mr. da Costa came and said "man man" he stopped the passengers, and none came ashore during the short time he was speaking to me. He did not interfere with my taking a correct account.

Mr. Brereton said that after the evidence of Mr. Grimes he would not attempt to struggle against the fact that this steamer did arrive with more passengers than she was authorised to carry according to Ordinance No. 11 of 1876, but he would show that the company was in no way in fault, and if he showed his Worship that there was no attempt to evade the law, but that, on the contrary, the greatest precautions were always taken to restrict the number of passengers to the legal number, that the company, although they had in point of fact committed a breach of this Ordinance, had not wilfully done so, and that there was no attempt to evade the law, a nominal penalty only would be sufficient.

His Worship said it had not been proved what the number of passengers was who left by the gangway from the main deck, and he would rather have it down as a matter of evidence what the actual number was.

Sergeant Grant said he was stationed at the after gangway leading from the upper deck, which was used by European and Chinese passengers. He counted the number who came on shore; it was 154. No one went on board at that gangway until the counting was finished, with the exception of the company's coolies and Mr. da Costa.

By Mr. Brereton—Witness had on one occasion before observed the number of passengers arriving by the *Kinshan*, not actually counting them, and he believed it to be under 900.

This was the case for the prosecution.

Mr. Brereton addressed the bench for the defence. He said this was the first time proof had been given sufficient to justify a magistrate in putting in force the penal clause of this Ordinance. It was important to show his Worship in the first instance that the Company had not wilfully allowed this number of passengers to go on board their steamer; and to show that there was no intention to evade the law. He need hardly call his Worship's attention to the highly respectable gentlemen composing the directorate of the company, one of them a member of the Legislative Council, who assisted in making this law. It was exceedingly unlikely such gentlemen would compromise their own respectability and the interests of the company of which they were trustees by countenancing in any way an act that would violate this ordinance or any other law. Now he would show that in order to guard against overcrowding and to prevent any passengers being taken in excess of the number laid down in the Ordinance, there is a system observed both here and at Canton which appeared to him the only effectual way of doing so. There are 920 tallies consisting of small pieces of bamboo. There is a man placed at the wharf gate who gives these to the passengers as they enter, and no passenger is allowed to go on board who has not one of these tallies. They can only give out 920 of these tallies, and no passengers over that number can go on board in the ordinary way. After the vessel gets under way the purser goes round and collects the tallies and the fare, which is ten cents, from each of the passengers. That appeared to him a very efficacious way of preventing over crowding, and the gates at Canton are closed an hour and twenty minutes before the time of starting, the sole object being to keep the Chinese out. Nevertheless the Chinese do swarm on board from the land and from boats. As had been proved to his Worship, a large space, about a third part of the length of the ship at the after part, is open, and he need not tell his Worship how easy it is for the Chinese, who are expert at climbing, to get on board. The *Kinshan* is a large steamer, between 200 and 300 feet long, and it is very difficult to effectually keep the Chinese from coming on board in this way. To do so the Company would have to keep a large body of police, which it would never pay them to do. It would be an entirely exceptional thing to go to such an expense, but they do keep their own watchmen there, and take every precaution to prevent any in excess of the proper number of passengers getting on board, and as a matter of fact they do succeed in doing so on all ordinary occasions. On this occasion it happened to be the Monday following a Chinese festival, and after seeing it out at Canton, large numbers of people were returning to Hongkong. The regular number having been taken on board, these additional passengers found their way on without the Captain's knowledge, because it is very difficult to detect them; the vessel is so large that a few hundred additional would be nowhere and they crowd on five or six at a time. The vessel gets under way and there they are. That is how it was on this occasion. The people had spent all their money probably, with the exception of their passage money, and were anxious to get back by the first opportunity to pursue their avocation. Not very long ago, on the occasion of the worshipping of the graves of ancestors, the Chinese all flocked back in the same way, and the company, knowing there would be a great pressure of traffic, put on another steamer at great expense. Ten cents is a very small sum; 500 passengers at ten cents each only makes $50, and it was not likely that only for the sake of getting $50 the company would put on an extra steamer, and it was not likely a company having the highly respectable directorate this company has would attempt to evade the law for the sake of gaining ten cents a man on the number who came down. He asked his Worship, looking at those circumstances, to believe that there was no wilful intention of evading the law, but that it was absolutely a matter over which the company had no control. If his Worship went on board that steamer and saw the facilities there are for getting on board and the large space there is, he would understand the difficulty. He believed that on this steamer there are not less than three and four thousand square yards of space, and allowing two persons for every yard, what a number that would be. He thought the facts he had mentioned, which were unquestionable, really showed there was no intention on the part of the Company on any of its officers to evade the law or make gain by violating the Ordinance. The idea of gain was negatived by the paltry sum which could be gained. On many occasions the numbers do not amount to 920, or anything like it, as had been shown by Inspector Grimes and Sergeant Grant, and it was only on an exceptional occasion which the Company were not prepared for that anything of this kind could arise. This arose simply from the great press of people coming down from the festival. This being the first conviction, he would ask His Worship to inflict a nominal fine, and there was no doubt that it was the last time such a thing would occur, as the company would take care, until the ordinance is amended at any rate, that no passengers in future in excess of the legal number would be taken for the Ordinance certainly seemed a most extraordinary one as regards its penal clauses and the system of measurement. To make the tonnage the criterion of the number of passengers to be carried seemed about as illogical as to make it depend on the colour of the captain's hair or the length of the mast. If they went by tonnage the vessel could carry 5,000 with safety. It entirely depends on the build of the vessel. The vessel could carry 2,000 with much greater safety than many vessels of twice the tonnage could. He called the present rule a rule of thumb. This vessel, having been built to carry passengers, could carry a great number. Looking at the fact, which was unquestionable, that this vessel can carry this number with perfect safety, and there being no intention on the part of the directors or employées of the company to infringe the law or in any way evade it, he presumed his Worship would just fix a nominal fine, which he had power to do, because the Ordinance only says "shall be liable to," not "shall pay," and the company would take such precautions that this offence should not happen again.

His Worship—You wish to show that there was no desire for overcrowding in this case, because ordinarily the precautions taken are amply sufficient, and you propose to put in evidence to exhibit that?

Mr. Brereton—I do. It is important that the directors should let the public see they were not parties to a thing of this kind, for however stringent the Ordinance is, they are bound to obey the law, and it is proper to show that in the first instance there was no intention not to do so. Having shown you, as I think I will, that this violation of the law was accidental, and was not wilful in any sense of the word, and this being the first infraction proved before your Worship, I take it you will inflict a nominal fine which would have all the effect a large one would have.

His Worship—Now, with regard to the character of the evidence you are going to adduce, the most satisfactory way would be to show the returns of the passengers as accounted for to the secretary by the purser. If you can do that I don't think you need trouble yourself much further. I don't know in what form the accounts are shown by the purser to the secretary, but I suppose there is some plan.

Mr. Brereton—Well, a certain number of ten cent pieces are collected, and it is easy to count the number.

Mr. B. I. D'Aquinno, assistant purser on the *Kinshan*, was called and said he was acting as such on the 24th inst., on the passage of the steamer from Canton. She is authorised to carry 921, being two passengers for every three tons net register. There are precautions taken to prevent more than that number coming on board. A man is stationed at the gate who gives a tally to every passenger, and no one is allowed to go on board without a tally. There are only 921 tallies given out 821 at Canton and 100 at Whampoa. If more than 921 people present themselves at the legitimate entrance they are not admitted. I have stopped people myself because they had no tally. Sometimes in Hongkong I am assisted by the police. Sometimes fewer passengers present themselves than the number we are allowed to carry. The company, through the secretary, has given orders not to allow more than 921 on board. The number that got on board the steamer at Canton on Monday was an unusually large number. I cannot account for that. There was a festival the week before and people had been going up gradually all the week. The great influx of passengers on Monday, I think, was owing to the return of these. The tally system was pursued on Monday the same as every other day. I cannot say how many ten cent pieces were collected that day. The collector might know. The extra number of passengers must have got on board from boats at the after part of the ship's side, which is open. There are watchmen stationed all round there, but it is impossible to keep them off. Witness did not receive the money, but went round with the comprodore who did, and it was the compradore who kept the accounts.

Mr. Brereton said he was instructed that according to the money received 1,633 was the number carried on the day in question, and the secretary could prove that the average number for the last three months had been less than 900.

His Worship—We have no statistical returns of the average number carried. Now the secretary could give that, and you say he is willing to testify that the average has certainly not exceeded the legal number.

Acting Captain Superintendent Creagh—I submit, that has nothing to do with the case, because sometimes they cannot get their full number. What they ought to say is that when they can get more they do not take more.

Mr. Brereton—I have shown you that they take very great precautions to avoid taking more than their legal number, and that when there is a crowd it is a very difficult thing to prevent more getting mixed up with those admitted by tally. The Chinese assist each other in going on board and until some other process is devised for preventing them getting on board it is practically impossible to avoid it.

His Worship—Your object is not to contradict the witnesses for the prosecution. You have admitted what they say. The last witness does not know the number returned to the secretary, but the secretary does. Now the secretary, in support of your argument, you say, is prepared to state that the average number during the last three months has not been in excess, but that does not at all deny the fact on this day.

Mr. da Costa, secretary to the Hongkong, Canton, and Macao Steamboat Company, said he had heard the evidence of Mr. D'Aquinho, and that part of it referring to the precautions taken to prevent more than the proper number of passengers getting on board the steamers was correct, and the directors had given instructions that no more than that number should be allowed. On Monday, according to the returns of passage money received, the number brought from Canton by the *Kinshan* was 1633, exclusive of about half a dozen European passengers. He ascribed this excess to the large number of Chinese who had been going to Canton the previous week for the feast of lanterns. The fare is ten cents on the main deck, and fifty cents on the upper deck. The average number of passengers carried for the three months prior to the end of the first week in September was within the legal number. So large a number as on the day in question is entirely exceptional. The *Kinshan* has three decks and can take over 1,800 passengers without overcrowding.

By his Worship—Witness should say that since the first week in this month, say since the 8th, the average number of passengers carried was a little over 1,000, including the excess on the 24th.

By Mr. Creagh—There are no written orders as to the number to be carried. They would be given verbally to me. I don't recollect the date, but it would be about the time the Ordinance was passed. I don't recollect who gave the orders, but they were given verbally to me at a board meeting.

Mr. Creagh—I don't know whether Inspector Grimes has given any evidence as to the number carried by the other steamer.

His Worship—I did not take that, because it does not appertain to the case.

Mr. Creagh—It would show the possibility of preventing the excess.

Mr. Brereton—It was only on an exceptional occasion that this occurred.

Mr. Creagh—But they were both subject to the same difficulty.

Mr. da Costa—The *Ichang* does not go alongside the wharf.

Mr. Brereton then summed up, and said it was very easy for passengers to get on to the *Kinshan* when she was lying alongside the wharf, after the proper number had been admitted. Mr. da Costa had very properly stated what he thought the average number had been for the last few weeks, but allowing for the excess on the 24th, the excess on other days, if there was any, must have been very small indeed, not more than one or two. He again referred to the difficulty of ascertaining the exact number of passengers on board the steamer before she started, and said there was another very important point. Mr. da Costa, who had been in the service for ten or eleven years, and secretary for several years past, told them there is ample accommodation, without overcrowding, for 1,800 passengers. The very object the Ordinance has in view is to prevent overcrowding. That is mentioned in the preamble. There must be some rule for determining the number. He should have thought the proper way was to get the vessel surveyed by the Government Marine Surveyor, but it struck him as being a most fallacious way to determine the number by the tonnage. Mr. da Costa swore, and the captain was there and could swear, that the *Kinshan* can carry 1,800 or 2,000 without overcrowding or any danger. Of course, the magistrate is bound to carry out the law, such as it is, but when the very danger the ordinance is pointed at, the danger to human life, was shown not to exist in this case notwithstanding the excess, it reduced the importance of the case to a minimum. He knew measures were being taken to have the ordinance amended, because it was entirely defective. He would therefore ask His Worship to inflict a merely nominal fine.

His Worship—Very much has been shown to exhibit that there has not been any intentional violation of the law, and apart from the intention neither has there been an habitual violation of the law. But it is so necessary that a law of this character should be stringently enforced, and if there is any opposition to the provisions of this ordinance, that the magistrate should mark the offence in some other way than by a more nominal punishment, that I do not feel justified in inflicting what is ordinarily termed a nominal fine. As was pointed out in a previous case, the authorities intend to enforce the provisions of the present Ordinance, but those whose business it is to make the regulations and take the precautions necessary to its observance ought to do so effectually; if they find that there is some point that presents a difficulty other precautions should be taken. I merely mention that because I think where there is a will there is a way, and I believe the able commander of the vessel, if he disposed his mind to point out to the directors how it can be done, he would manage to accomplish it. However, apart from any thought of my own, which may perhaps not be correct, I still see there is a necessity the objects of the Ordinance should be carried out to some extent, to make a marked penalty to those who disobey. Now in this matter, while fully entering into the evidence of the purser and secretary, I do not feel justified in making any alteration from the Ordinance. I must inflict the utmost fine of $250 and a penalty of $1 for each passenger in excess, taking the police account to be correct. Therefore, as I make it out, there will be $754 in the shape of penalty, and a fine of $250.

Mr. Brereton—But surely, being the first offence, you will not give the maximum penalty.

His Worship—The Ordinance says so, and I feel there is a certain amount of justice in what you observe, that a large steamer being able to carry more than law allows has nothing to do with the magistrate, but certainly the attempt to carry out the Ordinance, and its success to a great extent, has; but I nevertheless feel that there can be a complete prevention of more than the legal number travelling by the river steamers. That, of course, is a matter that demands the consideration of others than myself.

As Mr. Brereton was leaving the court,

The Magistrate asked him to wait a moment, as he said he was not sure the penalty for each passenger ($5) admitted of any reduction.

Mr. Brereton said he had looked at that point. The words read "shall be liable to a penalty not exceeding $250, in addition to a penalty of $5 for every passenger on board in excess." It would be monstrous to say that while his Worship held there had been no wilful fault on the part of the company, he should name $5 for each passenger as the penalty, which would amount to over $3,000. The words "not exceeding," being in the same sentence and immediately before any fine is mentioned, applied to both as a matter of course. To apply the *argumentum ad absurdum*, looking at a case of this kind full of mitigating circumstances—not this one particularly—and one in which the over-crowding was entirely accidental, and over which the company could have no control, the law would have been violated but not intentionally. Would it not be a piece of absurdity that whilst the magistrate admitted all such extenuating circumstances and inflicted only a fine of $5, instead of $250 as here, he should have to impose the penalty also of $5 for each passenger? Why should the magistrate have a discretion as to the smaller fine and not to the larger? According to the grammatical construction the words "not exceeding" must apply to both.

His Worship—It appears very clear as far as the reading of the Ordinance goes that it was intended for every passenger in excess there should be a penalty of $5, and although had I the power I should deal with the case as I at first intimated, I must now decide in accordance with the Ordinance. There must be a penalty of $5 for every passenger and a fine of $250, the number being 754. Having intimated what I would do if I had the power, I have no doubt a representation to the Government would receive every attention with regard to reducing the total penalties to probably the amount I have myself named. However, that must be done in the exercise of the Governor's power.

Mr. Brereton—May I ask your Worship on what grounds you come to the decision that the Ordinance must be read in that way?

His Worship—I do so because on looking at it a second time, and after consideration, the meaning of the words seems to be that the fine may be less than $250, but that the penalty for each passenger in excess is an amount fixed at $5.

Mr. Brereton—Notwithstanding that, the case may be one having the extremest mitigation in it?

His Worship—The mitigating circumstances would be in the number carried, as the captain imposes the penalty on himself by each one he carries in excess.

Mr. Brereton—Does your Worship form your judgment merely on the wording of the Ordinance?

His Worship—Yes; quite apart from the merits of the case. If I had the power I should deal with it by a penalty of $1 for each in excess, and I have no hesitation in telling you that if any reference is made to me about the merits of the case I should so state. However, the magistrate is bound, or considers himself bound, by the wording of the Ordinance.

Mr. Brereton said he would take immediate steps to bring the matter before His Excellency, and he presumed the fine need not be immediately paid. There would be no difficulty in getting it, and two or three days would make no difference.

His Worship thought a cheque for the amount ought to be lodged in court, and it would probably not be cashed pending the final decision.

A cheque for the amount was afterwards paid into court.

BREACH OF MARKET ORDINANCE.

Leong Ating, a hawker, was fined fifty cents for hawking tripe about the streets.

DRUNKENNESS.

George Hamilton, second engineer on board the British steamship *Amoy*, was charged with drunkenness and refusal to pay chair hire.

He was fined $1, and ordered to pay thirty-five cents to chair coolies.

John McKaun, a seaman, unemployed, was fined fifty cents for drunkenness and ordered to pay ten cents to chair coolies.

STEALING JEWELLERY.

Ho Asam, a widow woman, charged on remand with stealing articles of jewellery and wearing apparel from Lsong Alei, a woman of loose character, and pawning them at Canton, was brought up again to-day.

The prosecutrix said she had not been able to obtain any knowledge respecting the things stolen. They were valued at $19.

The prisoner said when she went on board the steamer on the 5th instant, the prosecutrix gave her some clothes to take care off. The steamer returned because of the bad weather, and she went to Canton the next day. The prosecutrix did not go. She had no money at Canton and she pawned the gold coin and trowsers. The prisoner was sentenced to six weeks' hard labour.

A RUSH OF CHAIRS.

P.C. Edward Warren summoned Li Ayat and Li Achin, of licensed chairs No. 44 and 187, for on the 25th instant carelessly carrying their chairs to the danger of foot passengers.

The constable said at 7.45 p.m. on the 25th instant he was in the Hollywood-road, and not in uniform, when he saw the defendants rushing with their chairs without any object that he could see, but that of getting before one another.

The defendants stated they were called by two men.

They were fined 25 cents each.

BEFORE JAMES RUSSELL, ESQ.

UNLAWFUL POSSESSION.

Leung Awah, a marine hawker, Pan Akow, a servant, unemployed, and another, were charged by Inspector Cradock with the unlawful possession of a mustard pot stolen from the premises of Messrs. Russell & Co. The second prisoner was in the act of selling it to the first when arrested.

Ho Apan, a butler, in the employ of Messrs. Russell & Co., said on the night of the 23rd inst. nine coffee cups, fifteen saucers, one clock, and one cruet-stand were stolen from the steward's pantry. He saw the things at 12 o'clock midnight of the 23rd inst. On the morning of the 24th he got up at 5.30. He went there and found the things gone. The bottle produced is one of the bottles of the cruet-stand stolen. Persons from the street could not get in; no outsider could get in. Somebody on the premises must have stolen the things.

The first prisoner said he got the bottle from a boy for 25 cash (namely, the third prisoner.)

The third prisoner it appears admitted that he got it from the second, and the second said he get it from a former master, and gave it to the third. It was what was left of a set which had been broken.

The prisoners said this was correct.

Ho Apow said the cruet stand was borrowed from the butler of Messrs. Gibb, Livingston and Co.'s junior mess. The second prisoner had been living at Messrs. Russell & Co.'s for some time.

Ho Aleong, a butler to Messrs Gibb, Livingston and Co.'s, said he believed the bottle to be that he lent to Ho Apow.

Remanded until the 1st October. The third prisoner was discharged.

LATEST TELEGRAMS.

REUTER'S TELEGRAMS.

SUPPLIED TO THE "DAILY PRESS."

[VIA SOUTHERN ROUTE.]

LONDON, 24th September.

THE GREAT TURF FRAUDS.

The detectives implicated in the recent Turf Frauds have been committed for trial.

DESTRUCTIVE FIRE AT THE AMERICAN PATENT OFFICE.

Between 50,000 and 75,000 models in the American Patent Office have been destroyed by fire.

THE WAR.

According to an official Turkish despatch, the Turkish Division and convoy of ammunition has entered Plevna.

SOOCHOW.

14th September.

One of the pleasing features of a foreigner's life in Soochow is the regularity of communication between this city and Shanghai.

There are several Express companies who make it a business to forward letters and parcels to any city in this region. These companies have each a stamped license issued by the local magistrate, and when the fee for obtaining the license has been paid the company that pays it is secure from interference on the part of the meddlesome yamen runners.

The main principle that guides these Express companies is not "competition the life of trade," but "combination is safety." A few years ago seven of these companies united to form a guild; they prepared a tariff which stated the rates of charges which they all intended to make for carrying letters and parcels. One peculiar feature of this tariff is that no difference is made between the charge for carrying a letter weighing half an ounce and a parcel which weighs a catty. The charge upon all small things weighing less than a catty is fifty cash. If a parcel weighs five or six catties the letter carrier demands an addition to the fifty cash of thirty or forty cash more. Nor is any difference made between the charges for letters and parcels carried eighty miles to Shanghai and those carried a hundred and twenty miles to Hangchow. There is no extensive agency for carrying letters to any part of the empire; if there were, the rates of charges would doubtless vary in proportion to the number of miles of road over which the letters were carried. If I wished to send a letter to Ningpo, the agent of the company that I patronize would receive my fifty cash and carry the letter to Hangchow: there it would pass into the hands of another company who would forward it to Ningpo and, on delivery of the letter, collect freight.

The companies carry a great deal of specie from city to city. If the number of dollars is less than twenty, the charge is seven cash for each dollar; more than twenty and less than fifty, five cash for each dollar; more than fifty, three cash for each dollar. The company will give a receipt for a hundred dollars and forward them from Soochow to Shanghai for three hundred cash or twenty-five cents!

Occasionally the carrier is robbed and in that case the company is responsible for the loss, but if the amount lost is large—say fifty dollars or more it would, in case of most of the companies, be difficult to recover it. A small amount would be easily recovered from any one of the wealthier companies, because if would be better for them to pay back to a patron a few dollars than to lose his patronage.

These letters and parcels are carried in foot-boats; and they generally travel several in a company for the sake of security. I have often seen four or five foot-boats coming up to Soochow together, and it is a relief to see them shoot by the clumsy craft that move so slowly over the water. The endurance of the men, who sit on one end of their little canoes with a short upright board at their backs and their feet on the end of the oar, is simply marvellous. I have been on a foot-boat which one man rowed with his feet for sixteen consecutive hours. I expected for a long time to see him roll off his seat dead from fatigue, but he did not tumble: he occasionally took out his pipe and his tobacco and his flint and, rowing steadily all the while, he would strike out a spark, light his pipe, ask me to "lie a little more towards the South," or "North," in order to balance the boat, and row on. There are generally two oarsmen on a boat, one the boat owner, the other his assistant: it is the assistant who does most of the work: the owner of the boat simply relieves him occasionally. When the letter carrier comes so near to Shanghai that he can find wheelbarrows and good paths, he leaves the foot-boat and walks or rides on a wheelbarrow. The canal is crooked and often tides are adverse so that he can make more rapid progress by land than he can by water. It is near Shanghai that the robberies generally take place.

The time which usually elapses between the departure of a letter from Soochow and its arrival in Shanghai is twenty-four hours. I have often written a letter to a friend in Shanghai on Monday and received an answer on Wednesday. But in order to secure promptness in delivery of letters one must patronize one of these companies to the exclusion of all the rest, so that if letters are allowed to lie in the company's office a few days after arrival one knows how to remedy the evil. It is easy to make it a rule to always give one's letters to the same company, for its messenger will, if requested to do so, call daily at a certain hour to receive letters and parcels, but if letters or parcels are, in Shanghai, delivered to other companies than the one I patronize they take a little revenge upon me for never giving them any of my patronage

LITERARY AND ART GOSSIP.

The death is announced of Her von Foltz, the director of the Central Picture-Gallery at Munich.

The Master of the Rolls fixed the 21st August for the appointment of an official liquidator of the *Daily Express* Newspaper Company, Limited.

Sixty thousand pounds is the sum that poor war-crushed Paris has allotted for the prizes to be awarded to exhibitors at the French Exhibition of 1878.

A portrait of the late First Lord of the Admiralty, painted by Mr. Charles Mercier, has been hung in the Tea-room of the House of Commons. The portrait is to be engraved.

A limited impression of a new edition of "Kay's Portraits," is about to be issued by Messrs. A. and C. Black, of Edinburgh, who have become possessors of the original plates engraved by Kay.

A new Sunday journal of sport and the drama, entitled the *Referee*, was announced to appear on the 19th August. It will be edited by "Pendragon," late of the *Weekly Dispatch*, and be issued at 1d.

Mr. R. E. C. Waters's "Genealogical Memoirs of the extinct Family of Chicheley, their Ancestors and Descendants," of which the Memoirs of Archbishop Cranmer and Bishop Wood formed a single chapter, will be published in the autumn.

On the 15th ult. the premises of the *Londonderry Standard* were burned to the ground. The fire is supposed to have originated in the flue pipe leading from the engine-room. The plant was entirely destroyed. The *Standard* is the Liberal Presbyterian organ.

M. de Sarzec, French consul at Bosrah, has (says the *Athenæum*) been excavating at Taloo, an hour's ride from the river Hai (Hye). He has discovered the ruins of an ancient Babylonian city, either Zergulia, or one of the same group, and found several slabs and bronze figures.

Mr. Black's next story will appear in *Good Words*. The novelist, it is reported, takes his readers back to the West Highlands, and pictures the old style of life there; the scene shifts to London. "Green Pastures and Piccadilly," now running in the *Examiner*, increases in interest with every chapter, but why are we served with such small quantities at a time?

One of the curiosities of next year's great Exhibition at Paris will be the building of the Persian National Palace, which is to cover not less than 170 square mètres, and is to be erected by Persian architects and workmen. These have just arrived in Paris, and are immediately to set to work on its construction; the walls are to be—of course Persian wise—covered with *faïence*, and the windows are to be of coloured glass.

A writer in the *World* says:—Speaking a few weeks since of the probable disposal of the almost unparalleled collection, which for nearly two centuries has been in the family of the Van Loons at Amsterdam, I said, in view of the chances of its destination, that there were foreign Governments richer than the Dutch, and financiers richer than any. And Baron Rothschild of Paris has managed, I now hear, to possess himself of these incomparable treasures of Dutch art.

Mr. Gladstone, in commemoration of the Caxton Celebration, has presented to the French Academy, of which he is a foreign associate, a copy of the small octavo Oxford Press Bible, which was specially struck off for him when he presided on the occasion of opening the Exhibition. The Bible, containing both the Old and New Testaments, consists of more than 1,000 pages, and has an autograph dedication, stating that the book was entirely put together in the space of six hours.

It is stated in some quarters that Mr. Patrick Proctor Alexander, the author of a clever *brochure* on spiritualism, the friend and biographer of Alexander Smith, and the author of some philosophical works and imitations of Mr. Carlyle, marked by keen dialectical skill and grim humour, is about to publish a volume of fugitive papers. It is to be hoped (says the *Examiner*) the rumour is true, for Mr. Alexander is one of the ever-diminishing band of able men that Edinburgh, rapidly becoming the paradise of faded gentility and ecclesiastical jobbery—tempered by classical music—is still able to retain in its midst.

Mr. Simon, lately medical officer to the Privy Council and Local Government Board, having objected to the presentation of any testimonial on his retirement from office, it was resolved that his bust should be subscribed for and presented to the Royal College of Surgeons. A large general committee has been formed, of which Lords Derby, Granville, Shaftesbury, and Aberdare, Sir John Hay, Mr. W. E. Forster, Mr. Lowe, and others are members. Mr. Alfred Haviland will receive donations addressed to, 1, Adam-street, Adelphi, and it is arranged that a small copy of the original bust shall be sent to each donor of two guineas and upwards.

M. T. Demare, a clever French portrait painter, has taken to etching, and one of his etchings, from a portrait of a woman of society, contributed by him to the Salon, appears in the *Gazette des Beaux Arts*. It was, remarks the *Academy*, M. Demare who executed for the *Gazette* those exceedingly clever little drawings, illustrative of gesture as it has been used, with infinite variety, by old masters in their pictures at the Louvre. The drawings were executed with a *finesse* and an accent which the mechanical process, by which they were transferred to the pages of the *Gazette*, did not quite lose, and now the etching, in its lightness and grace of touch, shows in M. Demare a flexibility of talent not common to all.

Two more of the few remaining churches built by Wren after the great fire of 1666 will, by order of the Ecclesiastical Commissioners, shortly be demolished. Both are rich in historic associations. All-hallows, Bread-street, was rebuilt by Wren, in 1680, at a cost of £3,348, and contains some curious monuments. Here also on the 9th of December, 1608, John Milton, who was born at the sign of the Spread Eagle, in Bread-street, was baptised. The entry is still preserved on the register. The church and materials will be sold, and the proceeds devoted to the building of a new church in the metropolitan area, to be sanctioned by the Bishop of London, called All-hallows, and endowed with £120 per annum. St. Dionis Backchurch, Fenchurch-street, called after St. Denis, the patron saint of France, and rebuilt by Wren in 1674, is also to be removed. It contains a monument of Thomas Rolinson, the great antiquary, and in the vestry are preserved four large syringes, 2ft. 3in. long, which were used to extinguish fires.

The literary activity of members of Parliament, says a writer in *Mayfair*, is markedly on the increase. Early in the session I announced that Mr. A. M. Sullivan was at work upon a book to be called "New Ireland," and I mentioned last week that Mr. Joseph Cowen is devoting his rare leisure moments to the preparation of the history of Radicalism during the last thirty years. I may add to this list of hon. members engaged upon literature Mr. M'Culloch Torrens, who has finished his "Memoirs of Lord Melbourne." This book is now in the press. Mr. W. H. Gladstone is modestly entering upon literature, by translating from the German Justus Thibaut's work on "Purity in Music and Art," to which the hon. member adds a prefatory memoir. The Chancellor of the Exchequer, though he does not write a book himself, has contributed for publication the "Note-Book of Sir John Northcote, Member for Ashburton in the Long Parliament." Mr. E. J. Reed is preparing a new and revised edition of his Practical Treatise on Shipbuilding in Iron and Steel." In the Upper House, Lord Houghton has just completed a memoir of Frances, Lady Crewe. Sir Erskine May has found time to write a book on "Democracy in Europe."

The products of the national manufactories of Sèvres, Beauvais, and the Gobelins will (says the *Academy*) be shown together, at the Exhibition of 1878, in a large hall situated at the extremity of the French Gallery, on the side towards the Ecole Militaire. The tapestries will be hung along the two longer sides of the gallery; the two extremities will be occupied by cases containing the most valuable objects from the manufactory of Sèvres, of which the large decorative pieces will be placed on dressers and pedestals. The centre will be occupied by a round case in which will be exhibited the diamonds and jewels belonging to the French Republic. This case will be lowered at evening into a cellar by means of machinery, and will be specially guarded. There is great activity at the Sèvres manufactory in view of this international competition. The works are now under the artistic superintendence of a skilful sculptor, M. Carrier-Belleuse, who has furnished a considerable number of models for the bronze and porcelain industries, and who has also executed for the public monuments of France pediments, groups, and figures of a pleasing character. Since his appointment, he has put a stop to all imitation of Oriental wares, and has concentrated the energies of all workmen on what are called "les pâtes rapportées." He will, therefore, have a considerable share of responsibility in the good or bad success of the works of Sèvres.

THE AUSTRIAN ARMY.

The Austrian military authorities have determined to establish at Steinfeld a school of artillery with an organization similar to that of the existing school of musketry at Brück. Thirty-seven officers and eighty men are to be instructed annually in the new school; the men being exercised principally in pointing and laying guns, the officers in conducting experiments, determining trajectories, ranges, &c. The course of instruction is to begin each year in the spring and to conclude when winter sets in. It has also been decided that the men belonging to the siege artillery and the engineers of the Austrian army shall be specially exercised this summer. A mimic bombardment of Komorn will be carried out by the former, while the latter will throw a pontoon bridge across the Danube, towards the end of August, in the presence of the Emperor. Owing probably to financial considerations, there will not be any regular autumn manœuvres on a large scale in Austria this year; but, nevertheless, the troops will be exercised in combined manœuvres in the vicinity of each of the large garrisons. For instance, the garrison of Vienna, which consists of detachments of the 1st, 2nd, and 25th divisions of infantry, will be reinforced by calling in the battalions quartered at Brück, Klosterneuburg, Mauer, &c., and will manœuvre, in conjunction with a force of artillery, cavalry, and engineers, during the last week of August and the first seven days of September. Similar manœuvres will also be executed by the garrison of Linz, in concert with the troops stationed in the Prague military district, and it is expected that the Emperor and Archdukes will be present at these latter exercises.

COMMERCIAL INTELLIGENCE.

OPIUM.

THURSDAY, 27th September.

Sales of New Patna to-day at $595 to $602½, and the market closing firm at the latter figure. Of New Benares sales at $580, and of select chests of same at $587½.

EXPORT CARGO.

Per steamship *Lombardy*, for London, &c.:—From Shanghai to New York 1,161 boxes, 153 half-chests, and 150 pkgs. Tea. From Shanghai to London 2,898 boxes, 3,130 half-chests, 320 chests, and 50 pkgs. Tea. From Hankow to London 175 half-chests Tea. From Kiukiang to London 574 boxes and 10 half-chests Tea. From Amoy to London 298 boxes and 301 half-chests Tea. From Macao to London 1,253 boxes and 50 pkgs. Tea. From Canton to London 15,076 boxes Tea. From Shanghai to London 552 bales Raw Silk and 82 bales Waste Silk. From Japan to London 158 bales Raw Silk. From Canton to London 438 bales Raw Silk and 23 bales Silks. From Shanghai to Continent 80 bales Raw Silk, 23 bales Waste Silk, and 1 box Cocoons. From Japan to Continent 336 bales Raw Silk. From Canton to Continent 217 bales Raw Silk and 124 bales Cocoons.

EXCHANGE.

ON LONDON.—

Bank Bills, on demand	3/10½
Bank Bills, at 30 days' sight	3/10¾ to 3/10½
Bank Bills, at 6 months' sight	3/11½
Credits, at 6 months' sight	3/11½
Documentary Bills, at 6 months' sight	3/11¾
ON BOMBAY.—Bank, sight	219
ON CALCUTTA.—Bank, sight	219
ON SHANGHAI.—	
Bank, sight	72⅞
Private, 30 days' sight	73½

SHARES.

Hongkong and Shanghai Bank Shares—48 per cent. premium.

Union Insurance Society of Canton—$900 per share.

China Traders' Insurance Company's Shares—$2,900 per share.

Yangtsze Insurance Association—Tls. 780 per share.

Chinese Insurance Company—$245 per share.

Hongkong Fire Insurance Company's Shares—$660 per share.

China Fire Insurance Company's Shares—$170 per share.

Hongkong and Whampoa Dock Company's Shares—20 per cent. discount.

Hongkong, Canton, and Macao Steamboat Co.'s Shares—16 per cent. discount.

Shanghai Steam Navigation Company—Tls. 30 per share.

Hongkong Gas Company's Shares—$75 per share.

Hongkong Hotel Company's Shares—$60 per share.

Chinese Imperial Loan—£103. Ex. 4s. 1½d.

SALES ON SEPTEMBER 27TH, AS REPORTED BY CHINESE.

Brown Sugar—200 bags, at $3.80, by Wo-hing to local trader.

White Sugar—260 bags, at $6.80, by Wo-hing to travelling trader.

Green Peas—200 bags, at $1.75, by Kwong-wing-shing to local trader.

Dried Lily Flowers—10 bags, at $10.30, by Kwong-wing-shing to travelling trader.

Gum Olibanum—30 cases, at $2.70, by Kwong-wing-shing to travelling trader.

Black Pepper—100 bags, at $8.00, by Man-hing-chan to travelling trader.

HONGKONG TEMPERATURE.

(FROM MESSRS. FALCONER & CO.'S REGISTER.)

September 27th.

Barometer—9 A.M.	30.182
Barometer—1 P.M.	30.142
Barometer—4 P.M.	30.130
Thermometer—9 A.M.	76½
Thermometer—1 P.M.	80½
Thermometer—9 A.M. (Wet bulb)	81
Thermometer—1 P.M.	76
Thermometer—1 P.M. (Wet bulb)	76½
Thermometer—4 P.M. (Wet bulb)	77
Thermometer—Maximum	81
Thermometer—Minimum (over night)	77

CHINA COAST METEOROLOGICAL REGISTER.

YESTERDAY'S TELEGRAMS.

September 27th.

BAROMETER, THERMOMETER, &c.	HONGKONG. Previous day at 4 P.M.	HONGKONG. Old date at 10 A.M.	AMOY. Previous day at 4 P.M.	AMOY. Old date at 10 A.M.	SHANGHAI. Previous day at 4 P.M.	SHANGHAI. Old date at 10 A.M.	NAGASAKI. Previous day at 4 P.M.	NAGASAKI. Old date at 10 A.M.
Barometer	30.14	30.22	30.06	30.12	30.10	30.12	30.11	30.17
Thermometer attached	82.0	77.0	—	—	75.5	66.0	78.4	69.5
Direction of Wind	N	ENE	ENE	NNE	NE	NE	N	—
Force	2	3	3	3	2	2	4	0
Dry Thermometer	82.0	77.0	83.0	77.0	72.0	62.0	74.5	64.9
Wet Thermometer	75.0	75.0	75.0	72.0	63.0	67.0	67.6	66.6
Weather	b.c.	o.c.d.	b.	b.	b.c.	b.c.	c.c.	c.b.
Hour's Rain	—	1	—	—	—	—	—	—
Quantity fallen	—	0.30	—	—	—	—	—	—

BAROMETER, level of the sea in inches, tens, and hundreds.

THERMOMETER, in Fahrenheit degrees and tens, kept in the open air in a shaded situation.

DIRECTION OF WIND is registered every two points, N., N.N.E., N.E., &c.

FORCE OF WIND.—0 calm. 1 to 3 light breeze. 3 to 5 moderate. 5 to 7 fresh. 7 to 9 strong. 9 to 10 heavy. 10 to 12 violent.

STATE OF WEATHER.—B. Clear blue sky. C. Cloudy. D. Drizzly. F. Fog. G. Foggy. H. Hail. L. Lightning. M. Misty. O. Overcast. P. Passing showers. Q. Squally. R. Rainy. S. Snow. T. Thunder. U. Dull, threatening. V. Visibility. W. Showers. Z. Calm. The letters are repeated to indicate any increase over the mean average of that signification.

RAIN.—The hours of rain for the previous 24 hours (noon) are registered from 1 to 24, and the quantity of water fallen indicated in inches, tens and hundreds.

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SINGAPORE, BRISBANE, &c.	Brisbane (str.)			Gibb, Livingston & Co.	On or about 5th prox.
SINGAPORE, BOMBAY, &c.	Khiva (str.)	Lee		P. & O. S. N. Co.	On 11th prox., at noon.
BANGKOK	Rajanattiannuhar (s.)	G. T. Hopkins	Hongkong	Yuen Fat Hong	On 2nd prox., at 5 P.M.
YOKOHAMA	Tibre (str.)	De Girard	Hongkong	Messageries Maritimes	Quick despatch.
YOKOHAMA	Malacca (str.)		Hongkong	P. & O. S. N. Co.	Quick despatch.
SHANGHAI	Ava (str.)	Hernandez		Messageries Maritimes	Quick despatch.
SHANGHAI	Ulysses (str.)		Hongkong	Butterfield & Swire	On or about 26th inst.
SHANGHAI	Nizam (str.)			P. & O. S. N. Co.	Quick despatch.

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VESSELS ON THE BERTH.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES

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STEAM FOR

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ON SATURDAY, the 29th September, 1877, at Noon, the Company's Steamship "SINDH," Commandant NOMDEDEU, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M. on the 28th September, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

H. DU POUEY,
Agent.

Hongkong, 18th September, 1877.

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THE Steamship "GAELIC" will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 2nd October, at 3 P.M., taking Cargo and Passengers for Japan, the United States, and Europe.

Connection is made at Yokohama with Steamers from Shanghai.

Freight will be received on board until 4 P.M. on the 1st October. PARCEL PACKAGES will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.

Return Passage Tickets available for 6 months are issued at a reduction of 20 per cent. on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. B. EMORY,
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Hongkong, 27th September, 1877.

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THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "KHIVA," Captain LEE, will leave this on THURSDAY, the 11th October, at Noon.

Tea and General Cargo for London will be conveyed *viâ* Bombay without transhipment, arriving one week latter than by the direct route. Silk and Valuables will be transferred to the Calcutta steamer at Galle.

For further Particulars, apply to

ADAM LIND, Superintendent.

Hongkong, 25th September, 1877.

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Hongkong, 25th September, 1877.

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CASSANDRA, German steamer, Langer.—Wm. Pustan & Co.

CHAMRON KAMRYE, Siamese bark, Möller.—Chinese.

CILUENUM, British ship, Shrewsbury.—Wieler & Co.

E. M. YOUNG, Brit. bark, McMichen.—Chinese.

GOLD HUNTER, American ship, Freman.—Meyer & Co.

GREAT ADMIRAL, American ship, Thompson.—Captain.

HARDINGER, British ship, Johnston.—Jardine, Matheson & Co.

HUMBOLDT, German bark, Stoll.—Ed. Schellhass & Co.

JAN PETER, Ger. bark, Ewert.—Siemssen & Co.

LARGS, British bark, Brown.—Eduard Schellhass & Co.

LORD MACAULAY, British bark, Monkman.—Order.

MANGERTON, British bark, Thompson.—Adamson, Bell & Co.

MAEIE, German bark, Burmeister.—Wm. Pustau & Co.

NIMROD, British bark, Clark.—Captain.

PERNAMBUCO, British steamer, Hyde.—Wm. Pustan & Co.

RODERICK HAY, British bark, Nicolson.—Chinese.

SOPHIE, German brig, Binge.—Douglas Lapraik & Co.

STARLIGHT, Siamese brig, Wachtelbrenner.—Kien-tye-loong.

SUMATRA, American ship, Clough.—Order.

SYDENHAM, British ship, Millar.—Messageries Maritimes.

THERESE BEHN, German bark, Steffens.—Siemssen & Co.

TITAN, American ship, Barry.—Meyer & Co.

WOODVILLE, British bark, Nielsen.—Wm. Pustau & Co.

YANGTSZE, British steamer, Schultze.—Siemssen & Co.

VESSELS ON THE BERTH.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI,

Taking Cargo and Passengers at through rates for HANKOW and PORTS on the YANGTSZE.

THE Company's Steamship

"ULYSSES"

will be despatched on or about the 26th instant.

For Freight or Passage apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 21st September, 1877. [1437

FOR BANGKOK.

THE Steamship

"RAJANATTIANUHAR,"

G. T. Hopkins, Commander, will be despatched for the above Port on TUESDAY, the 2nd October, at 5 P.M.

For Freight or Passage, apply to

YUEN FAT HONG,
Agents.

Hongkong, 26th September, 1877. [1457

STEAM TO YOKOHAMA.

THE P. & O. S. N. Co.'s Steamship

"MALACCA"

will leave for the above place shortly after the arrival of the Steamship "Nizam" with the next English Mail.

ADAM LIND,
Superintendent.

Hongkong, 25th September, 1877.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"NIZAM"

will leave for the above place about 24 hours after her arrival with the next English Mail.

ADAM LIND,
Superintendent.

Hongkong, 25th September, 1877.

FOR SINGAPORE, BRISBANE, SYDNEY, AND MELBOURNE.

Calling off the usual Coast Ports to land Mails and Passengers.

THE Eastern and Australian Mail Steam Company's Steamer

"BRISBANE"

will be despatched as above on or about the 5th October next.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 22nd September, 1877. [1445

FOR LONDON.

THE 100 A1 British Barque

"WOODVILLE,"

T. E. Nelson, Master, will load here, and will have quick despatch.

For Freight, apply to

MEYER & Co.

Hongkong, 26th September, 1877. [1460

FOR NEW YORK.

THE A1 American Ship

"H. S. SANDFORD,"

A. Sisepo, Master, will load here for the above Port, and have early despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 27th September, 1877. [1m1464

FOR NEW YORK.

THE A1 American Ship

"GOLD HUNTER."

J. Freeman, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to

RUSSELL & Co.

Hongkong, 4th September, 1877. [1m1346

FOR LONDON.

THE *A1 100 years Splendid British Clipper Ship

"SYDENHAM,"

A. Millar, Commander, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.,
Agents.

Hongkong, 26th September, 1877. [1461

FOR SAN FRANCISCO.

THE 3/3 L. I.I. German Ship

"GALATEA,"

Taeger, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 11th September, 1877. [1387

FOR SAN FRANCISCO.

THE A1 British Ship

"JUBILEE,"

J. Harris, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 3rd September, 1877. [1336

FOR NEW YORK.

THE A1 British Bark

"GRASMERE,"

Hastings, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 17th August, 1877. [1268

FOR NEW YORK.

THE A1 British Bark

"ABERLADY,"

J. Nicoll, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

VOGEL, HAGEDORN & Co.

Hongkong, 17th August, 1877. [1269

FOR LONDON.

THE A1 British Bark

"GEO. CROSHAW."

Ge

EXTRACTS.

THE POET'S LOVE.

The present writer here
Would make a full confession,
For love has made him fear
He's full of indiscretion;
But anyhow, his heart I vow
Is not in his possession!

He's been and met his fate,
His fate has oft caressed him,
Her name he couldn't state,
Not even if you pressed him.
No doubt his way will ma'e you say,
"Whatever has possessed him?"

He simply answers this,
That love one day implored him
To seek a certain miss,
And said that she adored him.
The bard was scared and unprepared,
In fact it rather "floored" him.

At all events he went
And favoured was his mission;
He found a being sent
To brighten his condition—
A maiden true, with eyes of blue,
Who proved a woe magician!

Lo, she disdained him not
(He found he'd not intruded),
And said she'd share his cot
(With heart and hand included).
Now, won't he prize those love-lit eyes
(To which he has alluded)!

The present writer owns
His bosom feels the lighter,
And so, in joyous tones,
To all he's an inviter.
For look you, friends, she soon intends
To wed the present writer!

—*Fun.*

MOHAMMEDANISM.

The religion of Mohammed is professed by about one-tenth of all the people on the earth's surface. Dating only twelve centuries back, it numbers as many adherents as Brahminism, whose origin lies far back in a misty antiquity. Coming into the world at a time when Christianity had been seated for some centuries on the Imperial throne, in an incredibly short space of time it overthrew both the Christian empire and its rival, the Persian, and established a sway greater than the Cæsars had ever wielded. Its converts do not number more than a fourth of those of Buddhism; but, unlike that religion, it has not confined its conquests to one quarter of the globe, but counts its adherents in all the four great continents. When the first streak of dawn falls upon the eastern shores of Asia, the Mohammedan Malay turns his face towards Mecca and offers his morning prayer; and as the light steals westward over the continent, it falls upon thousands of minarets in India, Persia, Arabia, and Turkey, from which is heard the muezzin's voice proclaiming, in clear and solemn tones, in the stillness of the dawn, "God is most great. I testify that there is no deity but God. I testify that Mohammed is the Apostle of God. Come to prayer. Come to security. Prayer is better than sleep. God is most great. There is no deity but God." From Zanzibar on the south to the banks of the Danube and the steppes of Tartary on the north, the same voice is heard; and westward to the remotest shores of Africa it is repeated, and responded to by pious worshippers. Even in the New World there are not wanting votaries of this religion, which thus five times daily encircles the globe with a continuous of prayer.—*Leisure Hour.*

GREAT BALLET DANCERS.

It was not until the world-famous reigns of Taglioni and Fanny Elssler that the ballet reached its highest development and popularity. A critic happily defined Taglioni as the poetry, Elssler as the wit, of motion. Their styles were entirely different. Nothing like the chaste and exquisite movements of the former has ever been seen before or since. But Elssler was more than a *danseuse*—'she was the only artist of the century, perhaps, who combined in so striking a degree the two talents of actress and dancer.' The immense sensation created by Taglioni is still well within the memory of middle-aged people. "'La Sylphide' marks a ballet epoch," says Mr. Chorley in his "Musical Recollections," "as a work that introduced an element of delicate fantasy and fairyism into the most artificial of all dramatic exhibitions, one which to some degree poetised it. After "La Sylphide" were to come "La Fille de Danube" and "Giselle" (containing some of Adolphe Adam's best music), "L'Ombre," and a score of ballets, in which the changes were rung on Naiad and Nereid life, on the ill-assorted love of some creature of the elements for an earthly mortal. The purity and ethereal grace of Mdlle. Taglioni's style suggested the opening of this vein, as it also founded a school of imitators. Much her mimic powers, however elegant, were limited. Her face had few changes. Her character dances, as in "Guillaume Tell," "La Bayadère," were new and graceful; but their seduction and piquancy were to be outdone. When she touched our cold English ground, however, the Sylph excited as much enthusiasm as the most idolised songstress can now do. "But," he adds, "there is a little sameness in her effects. Mdlle. Elssler's dignified and triumphant beauty of face and form would have made her remarkable whatever dress she wore, in whatever world she appeared. There was more, however, of the Circe than of the Diana in her smile. A mistress of the grand and artificial art of dancing, she possessed many more resources than Mdlle. Taglioni. . . . The exquisite management of her bust and arms (one of the hardest things to acquire in dancing) set her apart from everyone whom I have seen before or since. Nothing in execution was too daring for her, nothing too pointed. If Madame Taglioni flew, she flashed. The one floated on to the stage like a nymph, the other showered like sparkling fascination round her like a sorceress. Her versatility, too, was complete; she had every style, every national humour under her feet—she could be Spanish for the Spaniards, or Russian for the Northerns, or Neapolitan for those who love the delicious Tarantula. But beyond these Mdlle. Elssler, as an actress, commanded powers of high and subtle rarity." Speaking of her acting in the ballet of "The Gipsy," upon which Balfe founded his Bohemian Girl," and of the scene in which she dances a minuet to distract attention from her lover, who is concealed hard by in danger of his life, the same writer continues:—"Few things have been seen more fearful than the cold and measured grace of Mdlle. Fanny Elssler in this juncture, than the manner in which every step was watched, every gesture allowed its right time, so that neither flurry nor flattery might be detected, than the set smile; the vilignant ear, the quivering lip controlling itself. It was by representations such as these that Fanny Elssler gradually established a fame among the few as well as the many which could have been built up by no *pirouettes* nor *entrechats*, but in right of which she is enrolled among the great dramatic artists of the century." One of her greatest triumphs was in the ballet of the "Tarantula," which is the story of a girl who pretends to be tarantula-mad that she may dance an elderly suitor into declining her hand. "The manner in which she wrought its whimsical scenes up to a climax! the grace, the daring, the incessant brillancy, the feverish buoyancy, and the sly humour with which she managed to let the public into the secret that her madness was only feigned, raised this ridiculous farce to the level of a work of art." In private life it is said that the most prudish man or woman might have passed days in her society without being recalled to any recollection of the scant stage dress, and the attitudes more fitted for sculpture than for social life; in short, by any look, gesture, or allusion belonging to the dancer's craft. . . Upon visiting America she created an astounding furore. Divines offered her their pews at meeting-houses; students serenaded her; rich men showered gold and diamonds upon her instead of bouquets.—*Belgravia.*

MR. J. J. MECHI AT HOME.

A good type of the ideal British farmer—burly, hearty, and genial—meets the frequent visitors who drive up to the hospitable doors of Tiptree Hall. For twenty-nine successive years Mr. Mechi had entertained his agricultural friends at his well-known annual gatherings; but this year he issued a notice excusing himself from receiving his friends *en masse*, on the ground of advancing age. In a tent on the lawn in front of the mansion as many as two hundred guests have enjoyed the good cheer and the good sayings of the most genial of hosts, after inspecting the crops, the stock, and the farm-premises. At the age of seventy-five it is no wonder that Mr. Mechi gives up those large gatherings which, in a somewhat remote country house, must have occasioned a great deal of labour and anxiety. At the same time, visitors, singly or in small groups, are as freely welcome as ever to view what has been a show-farm for more than thirty years. It is not easy to believe that the hearty active man who walks round the farm with you as briskly as a young one, and who enjoys a good dinner and a good cigar as well as when he was a London alderman, has passed by half a decade the limit of threescore years and ten. But he will tell you that he was born at Blackheath on the 26th of May 1802; and you have only to come to the conclusion that you have one before you with whom Time has dealt gently, and one who, in spite of reverses that would have embittered a less genial nature, has taken life easily.

Mr. Mechi's father, a native of Bologna, settled in London in the latter part of the last century. John Joseph received the greater part of his education from the late Rev. Mr. Watson, and at the age of seventeen he became clerk to a mercantile firm in the City, and remained with them until 1827; when he opened the business in Leaden-hall-street that was to become so well known and successful. For nearly fifty years Mr. Mechi may be said to have been a public man; for long before he attempted to teach men how to farm profitably, he supplied them with the means of shaving comfortably. Mr. Mechi has, very properly, as much pride in his early business life as in his farming occupations, and he will speak as freely of his introduction of commercial specialties as of broaching of agricultural theories. To thousands in all parts of the world, to whom shaving had been torture, Mr. Mechi became a benefactor. After a lengthened period of experimentalising upon the best sharpening materials for razors, he hit upon his renowned 'Magic paste,' which, with his famous strops and razors, became quite the rage with the shaving community. The razors were of the best Sheffield steel, and the strops and paste remain to this day unsurpassed in efficiency. So great was their success that when the fashion of wearing beards came in, it diminished Mr. Mechi's income to the extent of £1,500 annually. Thus a great business of a miscellaneous character was developed, and a large establishment was opened in Regent-street, in addition to the one in Leadenhall-street.

By the year 1841 Mr. Mechi had realised a considerable fortune which he invested in the purchase of four farms. At the time he had no idea of becoming a farmer, and it was almost an accident which induced him to become one. He had from his youth been fond of his gun and his fishing-rod, and in the pursuit of sport he had made frequent visits to friends, chiefly farmers, in Essex and Suffolk. In the course of these visits he had noticed great differences in farming practice, with correspondingly diverse results. But let Mr. Mechi tell his own tale. In the first letter which he ever published, written to the *Agricultural Gazette* on the 15th of March 1844, he thus explains his devotion to farming pursuits:—

'It may be asked, "What can you, as a Londoner, know about farming?" I will answer, "I always loved the beauties of Nature, the pure air of heaven, the sports of the field, and the hospitality of our honest yeomen. I have seen one farmer making a fortune and his next neighbour losing one. I have seen one field all corn, and another nearly all weeds. I asked, "How is this?" inquired into the causes; noted the results; obtained from all the best farmers and all the best agricultural books within my reach every information bearing on agricultural pursuits; practised in my own little garden, on a small scale, a variety of experiments; and, after carefully weighing the evidence, I came to the conclusion that want of drainage, waste of manure, shallow ploughing, and short leases are among the greatest curses to this country; and I, as far as my individual means will permit, am resolved on remedying them."'

This, however, does not account for what has above been termed the 'accident' which led Mr. Mechi to become a practical farmer. When he purchased Tiptree Hall, he found the land was suffering from the want of draining, and he offered to drain it for his tenant, if the latter would pay a small percentage on the outlay. But the man was incredulous as to the benefits of draining, and, in the end, Mr. Mechi bought him out, and entered on the work of improvement at Tiptree Hall on his own account. The present mansion was then built, with some of the excellent farm-premises; the land was drained; miles of fences were knocked down, and hundreds of wretched pollards and other hedge-row trees with them. The soil was not one of the most hopeful to work on, having been more or less recently reclaimed from Tiptree Heath; but by keeping a large quantity of stock, and feeding with purchased cake and other materials, together with draining, chalking, and steam-cultivation, the farm was soon made one of the most fruitful in the country, showing a marked superiority to those immediately surrounding it.

Mr. Mechi's first agricultural letter, describing his operations in draining and other improvements, rendered him famous. Landowners and farmers came to see him, and he was soon engaged in a large public and private correspondence. He is properly described as an agricultural preacher, and a preacher who says not only 'Do as I say,' but 'Do as I do' also. Thus the 'sayings and doings' of Mr. Mechi were coupled together, and formed the fitting title of one of his works. The principal points which he insisted on as essential to good and economical farming may be thus enumerated: Tile draining; deep cultivation; thin seeding; covered and ventilated stock-yards with paved floors; close folding for sheep; a certain portion of land irrigated with sewage; the absence of hedge-row timber; freedom of cultivation; the use of straw as food for stock; and the use of steam as a motive power. All, or nearly all, these points had been introduced by different agricultural reformers before Mr. Mechi combined them in his practice and became the indefatigable apostle of them all. Over thirty years he has been pounding away on these and kindred topics with more or less effect. Many who at first laughed at the 'cockney farmer' learned to imitate him, and others have been warned by his mistakes, whilst profiting by his successes. For Mr. Mechi, like all bold experimenters, has had his failures. He made a mistake in draining with stones below the drain-tiles—an expensive process which no one has ever thought of imitating, and which Mr. Mechi himself does not recommend, although he declares that the drains at Tiptree thus laid are still more clear than any others. But the most costly mistake which the then wealthy land-improver ever made was the laying down of irrigation pipes over his whole farm. Mr. Mechi admits now that he has never seen the interest for this heavy outlay, and that he should have been content with the irrigation of about the twentieth part of his farm, with the object of forcing crops of rye-grass and other fodder for his stock.

In the early days of his agricultural apostleship, Mr. Mechi was subjected to a great deal of dislike, and even to vituperation and threatening, by some of his fellow-farmers, who thought that, by telling their landlords how much more the land could be made to produce, he was leading up to the raising of rents. Anonymous letters, filled with the vilest of abuse and the direst of threats, came ever and anon to the spirited farmer of Tiptree Hall; and even at his own table Mr. Mechi has more than once been most grossly insulted. His imperturbable good temper, however, rendered him proof against these contemptible demonstrations; the anonymous letters were first laughed over and then put in the fire, and public abuse was answered by public argument. That the tenant-farmers should have been annoyed and alarmed when a London tradesman came down into the country to teach them how to farm, and to declare publicly that the land of England did not produce more than one-half what it might be made to produce, is not surprising. It must be admitted, too, that Mr. Mechi began to teach when he had yet a great deal to learn. On the whole his principles of farming were sound at the first, and he has had occasion to alter very little. Still it was annoying for farmers of experience thus to be put to school, and landlords did undoubtedly prick up their ears with thoughts of higher rents, especially when Mr. Mechi began to publish his farm balance-sheets. But what the farmers in their annoyance forgot was, that Mr. Mechi insisted as strongly on the duty of the landlord to execute permanent improvements on his land, as on that of the tenant to farm well. To the landowners he said: 'Drain your land; put up good farm-buildings; cut down your worthless and wasteful hedge-row timber, especially those wretched pollards; and give your tenants reasonable freedom of cultivation, and fair compensation for unexhausted improvements. To the tenants he said:—'Keep plenty of stock; utilise your farm produce as food to the utmost; do not waste your seed by overthick sowing, or your manure by exposure in open yards and hills; keep your land clean; and stir the soil deeply.' Both have profited by his lessons, though all are not equally well fitted for all cases. Thin sowing, for instance, on poor soils, or on land subject to certain almost ineradicable weeds, would be a mistake. Even Mr. Mechi himself has never been disposed to sow his famous 'peck an acre' on more than a very small portion of his farm, though he has often been able to challenge his visitors to distinguish the path from the rest of the field, on which a bushel, or five pecks an acre, had been drilled. Covered farmyards are still, unfortunately, the rare exceptions to a general rule, and the ancient muckhill, turned and returned greatly to its waste, is nearly as common as ever. Progress in the agricultural world is slow, though a comparison of things as they were at the beginning and are at the latter part of Mr. Mechi's farming career shows that it is sure. Pollards and hedges are fewer, partly as the result of Mr. Mechi's teachings; less thick, though not very thin, sowing is quite usual; and other practices that the Tiptree Hall farmer was once laughed at for recommending have been commonly adopted. Most pleasing of all to think of, the ill-feeling against Mr. Mechi, on the part of the farmers, has passed away, and he is for the current year the chairman of the London Farmers' Club, the most important association of its kind in the kingdom. At meetings of this club, and at those of other associations in all parts of the country, Mr. Mechi has at various times read valuable agricultural papers, and he has been a constant contributor to the press. Most of his papers, letters, speeches, and notes have been collected in three volumes which have been published for him by Messrs. Routledge, and which have had a very extensive circulation.

Mr. Mechi has been twice married, first in 1823, and a second time in 1846. By his first marriage he had no children, but by the second he has one son and four daughters. In 1856 he was made Sheriff of London and Middlesex, and in 1858 he was unanimously elected Alderman of the Ward of Lime-street. This position he resigned in 1866, on account of heavy losses consequent upon the winding up of the Unity Bank, for the liabilities of which Mr. Mechi was to a great extent responsible. On his resignation an illuminated address, testifying to his honourable conduct during a long business career and expressing regret at his giving up his office, was presented to him by his brother aldermen and the inhabitants of the Lime-street Ward. By the failure of the Unity Bank Mr. Mechi lost £30,000; but he has the pleasure of boasting that his was the only bank that paid all its creditors before closing its doors. This heavy loss compelled Mr. Mechi to reduce his establishment, and—what was perhaps the greatest grief of all—to reduce his farm-capital also. Another address, which, like the first mentioned, is to be seen in the drawing-room of Tiptree Hall, is one which commemorates the presentation of an emblematic silver centrepiece, subscribed for by upwards of four hundred of his friends, whose contributions were limited to a guinea each. One of the most useful acts of a useful life was the establishment of the Agricultural Institution, which Mr. Mechi started in 1860, and which last year distributed annuities amounting to nearly £10,000 to distitute farmers, farmers' widows, and farmers' daughters. Of the many public and private expressions of appreciation which he has received, he prizes none more than a memorandum written by his late friend Mr. George Moore, as follows:—'I have valued my honest straightforward friend Mechi for a quarter of a century, and wish I had the same amiable temper and disinterested nature. Few men would have dashed the cup from their lips when he could have been Lord Mayor of London, because he thought he was not sufficiently rich to maintain the dignity of the position. I had him down to Cumberland, and invited eighty farmers to meet him at White Hall, and he delighted them all. His example got me into farming, which has been the plague of my life.'

Mr. Mechi still carries on his London business, but spends the greater part of his time in the country. When at Tiptree he rises early, dines in the middle of the day, and lives as simply as his agricultural neighbours. His time is occupied with farming, receiving numerous visitors, and writing, which last item includes a large private correspondence. His conversation is spiced with humour and varied with anecdotes, of which his store is considerable. As a public speaker he is fluent and illustrative, and what would be a fault with most men—the tendency to diverge into purely personal history and experience—is agreeably and instructively egotistical in one who has so much that is interesting and important to tell about himself and his doings.—*From "Celebrities at Home" in the World.*

HONGKONG MARKETS.

AS REPORTED BY CHINESE ON THE 27TH SEPT., 1877.

COTTON GOODS.

American Drills, 30 yards, per piece	$2.65 to 2.70
American Drills, 15lbs., per piece	3.00 to 3.60
Cotton Yarn, No. 16 to 23, per 100 lbs.	$94.00 to 101.00
Cotton Yarn, No. 28 to 32, per 100 lbs.	105.00 to 113.00
Cotton Yarn, No. 38 to 42, per 100 lbs.	$111.00 to 118.00
Cotton Yarn, Bombay	$88.00 to 94.00
Chintz, per piece	1.70 to 1.75
Dyed Spotted Shirtings, per piece	3.00 to 3.85
Dyed Broceades Shirtings, per piece	3.55 to 3.70
Dyed Damask Shirtings, per piece	5.50 to 5.65
English Drills, 30 yards, per piece	2.00 to 2.05
English Drills, 14 lbs., per piece	2.30 to 2.40
English Drills, 15 lbs., per piece	2.50 to 2.60
Grey Shirtings, 7 lbs., per piece	1.45 to 1.70
Grey Shirtings, 8 lbs., per piece	1.65 to 1.70
Grey Shirtings, 8½ lbs., per piece	1.75 to 2.45
Grey Shirtings, 9 lbs., per piece	2.55 to 2.83
Grey Shirtings, 10 lbs., per piece	2.70 to 3.15
Grey T. Cloths, 24 yds. & 32 in. 9 lbs. p. pe.	$1.15 to 1.20
Grey T. Cloths, 24 yds. & 32 in. 7 lbs. p. pe.	$1.40 to 1.55
Grey T. Cloths, 24 yds 33 in 8 lbs. XO p. pe.	$1.85 to 1.90
Grey T. Cloths, 24 yds 33 in 8 lbs. QL p. pe.	$1.85 to 1.90
Grey T. Cloths, 24 yds 36 in 8 lbs. XX p. pe.	$2.55 to 2.60
Handkerchiefs, Blue, per dozen	$0.60 to 0.65
Handkerchiefs, Brown, per dozen	$0.55 to 0.62
Handkerchiefs, Red, per dozen	$0.72 to 0.75
Handkerchiefs, Light Red, per dozen	$0.76 to 0.77
Jeans, 80 yards, per dozen	$2.30 to 2.42
Muslins, White, Plain, 12 yds., per piece	$1.15 to 1.25
Muslins, White, Figured, 24 yds. 9 piece	$2.05 to 2.25
Turkey Red Shirtings, 2 lbs., per piece	$2.15 to 2.25
Turkey Red Shirtings, 3 lbs., per piece	$2.30 to 2.35
Velvet Black, 32 inches, per yard	$0.18 to 0.19
Velvet, Gentian, 22 inches per yard	$0.21 to 0.22
Velveteens, Black, per yard	$0.21 to 0.22
Velveteens, Gentian, per yard	$0.23 to 0.25
White Shirtings, 54 to 60 reed, per piece	$1.95 to 2.10
White Shirtings, 64 to 66 reed, per piece	$2.25 to 2.40
White Shirtings, 68 to 80 reed, per piece	$2.60 to 3.15
White Shirtings, 600 reed, per piece	$3.50 to 3.55
White Shirtings, 7,000 reed, per piece	$3.25 to 3.30
White Shirtings, AA, per piece	$1.65 to 1.70
White Shirtings, EF, per piece	$5.90 to 5.95
White Shirtings, MH, per piece	$4.60 to 4.65
White Shirtings, El, per piece	$6.10 to 6.15
White Spotted Shirtings, per piece	$2.50 to 2.55
White Broceades, per piece	$2.50 to 2.55

WOOLLEN GOODS.

Blankets, 7 lbs., per pair	$2.70 to 3.00
Blankets, 8 lbs., per pair	$3.00 to 3.05
Blankets, 9 lbs., per pair	$4.40 to 4.50
Blankets, 10 lbs., per pair	$5.20 to 5.90
Blankets, 12 lbs., per pair	$6.10 to 6.20
Camlets, SSS, per piece	$15.80 to 16.00
Camlets, SS, per piece	$16.50 to 17.00
Camlets, S, per piece	$17.00 to 17.20
Camlets, BBB, per piece	$18.50 to 19.00
Camlets, AAA, per piece	$17.00 to 17.20
Camlets, LLL, per piece	$15.50 to 16.00
Long Ells, MM Scarlet, per piece	$8.75 to 8.80
Long Ells, MM Assorted, per piece	$8.75 to 8.80
Long Ells, HH Scarlet, per piece	$8.75 to 8.80
Long Ells, HH Assorted, per piece	$8.75 to 8.80
Long Ells, H Scarlet, per piece	$8.70 to 8.65
Long Ells, H Assorted, per piece	$8.65 to 8.75
Lastings, DD, per piece	$14.60 to 15.00
Orleans, Plain, per piece	$5.00 to 5.50
Spanish Stripes, per yard	$0.74 to 0.75

METALS.

Iron, Nail Rod, per picul	$2.37 to 2.40
Iron, Hoop, per picul	$3.50 to 3.25
Iron, Bar, per picul	$3.60 to 3.75
Iron, Wire, per picul	$6.45 to 6.50
Lead, per picul	$7.30 to 7.15
Pigs, WB, per picul	$7.60 to 7.80
Pigs, Lead, LB, per picul	$7.90 to 8.10
Quicksilver, English, per picul	$72.00 to 97.00
Quicksilver, American, per picul	$72.50 to 97.50
Steel, English, per tub	$3.90 to 4.10
Steel, Swedish, per tub	$5.20 to 5.40
Sheathing Metal, per picul	$24.00 to 26.00
Spelter, per picul	$7.45 to 7.50
Tin, Malacca, per picul	$19.70 to 20.00
Tin, Plates, per box	$5.77 to 5.85

PRODUCE.

Almonds, per picul	$29.50 to 31.00
Alum, 1st quality, per picul	$1.37 to 1.40
Alum, 2nd quality, per picul	$1.28 to 1.30
Bark, Siam, per picul	$0.83 to 1.10
Bark, Camphor, per picul	$15.20 to 15.40
Beche de Mer, per picul	$30.00 to 55.00
Bees Wax, Japan, White, per picul	$11.00 to 11.80
Bees Wax, Hankow, Yellow, per picul	$47.00 to 48.00
Bees Wax, White, per picul	$52.00 to 52.50
Birds' Nests, 1st quality, per picul	$2,200 to 4,000
Birds' Nests, 2nd quality, per picul	$650 to 800
Birds' Nests, 3rd quality, per picul	$170 to 250
Brimstone, per picul	$2.75 to 2.80
Buffalo Hides, Manila	$7.40 to 15.50
Camphor, packed, per picul	$19.00 to 19.50
Camphor, Borneo, clean, per picul	$4,800 to 5,000
Camphor, Refined, per picul	$2,800 to 3,200
Cardamons, Superior	$145 to 150
Cardamons, Inferior, per picul	$18.50 to 19.00
Cloves, per picul	$42.50 to 43.00
Coals, Afloat, per ton	— to —
Coals, English steam, per ton	$16.75 to 16.15
Coals, Sydney, per ton	$0.50 to —
Coffee, per picul	$22.20 to 24.50
Copper, Sheathing, Japan, per picul	$23.00 to 24.00
Copper, Rod, Japan, per picul	$24.50 to 25.00
Copper, Nails, per picul	$28.50 to 29.80
Cotton, Shanghai, per picul	$16.00 to 16.80
Cotton, Bombay, per picul	$17.00 to 17.50
Cotton, Shantung, per picul	$16.00 to 16.50
Cotton, Ningpo, per picul	$16.50 to 17.00
Cotton, Tientsin, per picul	$16.00 to 16.50
Cotton, Tungchow, per picul	$16.50 to 17.00
Cotton, Calcutta, per picul	$14.00 to 15.50
Cotton Seeds, Saigon	$5.20 to 5.50
Cotton Seeds, Siam	$4.70 to 4.80
Cow Hides, per picul	$7.45 to 7.50
Cuttlefish, Japan	$34.50 to 36.00
Cuttlefish, Japan, without bones, p. pl.	$13.00 to 14.45
Cuttlefish, Chauchow, per picul	$37.80 to 38.50
Catch, per picul	$5.80 to 6.10
Dates, Black, per picul	Tls. 2.85 to 3.30
Dates, Red, per picul	Tls. 3.65 to 3.80
Dried Lily Flowers	$13.50 to 14.20
Elephant's Teeth, 4 to 5 pieces	$250 to 300
Elephant's Teeth, 7 to 8 pieces	$200 to 220
Flour, California, per sack of 50 lbs	$1.40 to 1.60
Flour, American, per barrel of 100 lbs	$3.50 to 3.60
Flour, American, per barrel of 200 lbs	$6.95 to 7.20
Fungus	$34.50 to 36.00
Flints, per picul	$0.50 to 0.65
Ginseng, American, 1st quality, p. picul	$290 to 295
Ginseng, American, 2nd quality, p. picul	$150 to 210
Hams, Ordinary, per picul	Tls. 13.00 to 13.50
Hams, Superior, per picul	Tls. 21.00 to 21.50
Hemp, Hankow, per picul	$10.50 to 12.00
Hemp, Siam, per picul	$10.40 to 11.00
Isinglass, Japan, per picul	$36.00 to 45.00
Melon Seeds, 1st quality, per picul	$5.50 to 5.65
Melon Seeds, 2nd quality, per picul	$5.10 to 5.20
Mushrooms, per picul	$43.00 to 52.00
Mussels, Dry Siam large, per picul	$11.50 to 12.00
Mussels, Dry Siam middle, per picul	$8.85 to 9.35
Mussels, Dry Siam small, per picul	$7.95 to 8.25
Peas, White, per picul	$2.22 to 2.24
Peas, Green, per picul	$2.35 to 2.37
Peas, Black, per picul	$2.20 to 2.22
Peas, Yellow, per picul	$2.00 to 2.12
Peas, Green Beans, per picul	$2.12 to 2.14
Pearl Barley, per picul	$5.50 to 7.50
Potatoe Flour, per picul	Tls. 1.50 to .75
Putchuck, per picul	$13.00 to 14.70
Rhinoceros Horn, per picul	$2,600 to 3,000
Rhinoceros Horn, Mother, per picul	$2,000 to 2,400
Rice, Bengal, Cargo No. 1, per picul	$2.45 to 2.50
Rice, Bengal, Cargo No. 2, per picul	$2.20 to 2.25
Rice, Siam, white, per picul	$1.82 to 1.85
Rice, Siam, mill cleaned, per picul	$1.69 to 1.71
Rice, Manila, per picul	$2.35 to 2.40
Rice, Singapore, per picul	$1.88 to 1.91
Rice, Saigon, per picul	$1.60 to 1.74
Rice, Annam, per picul	$2.10 to 2.15
Rice, Rangoon, per picul	$2.35 to 2.40
Saltpetre, per picul	$6.65 to 6.80
Seaweed, Green, per picul	$2.90 to 3.05
Seaweed, Cut, per picul	$4.45 to 4.65
Sesamum, White, per picul	$4.65 to 4.75
Sesamum, Black, per picul	$4.23 to 4.30
Sharksfins, per picul	$35.00 to 00.00
Shellfish, Japan, per picul	$27.00 to 30.00
Shellfish, California, per picul	$10.50 to 11.00
Stockfish, per picul	$5.00 to 6.50
Straits Produce, &c.,—	
Rattan, Straits, per picul	$5.10 to 5.20
Rattans, Bangar, per picul	$4.25 to 4.50
Pepper, White, per picul	$14.50 to 15.00
Pepper, Black, per picul	$8.20 to 8.40
Betel-Nut, per picul	$3.25 to 3.55
Sandal Wood, Malabar, per picul	$3.25 to 3.60
Sandal Wood, South Seas, per picul	$13.00 to 13.50
Sapan Wood, Manila, per picul	$1.60 to 2.00
Sapan Wood, Siam, per picul	$2.25 to 2.60
Sugar, Canton White, 1 to 8, per picul	$5.20 to 5.45
Sugar, Canton Dark Brown, per picul	$4.70 to 5.00
Sugar, West Coast, Dark Brown, p. picul	to —
Sugar, Manila, Dry White, per picul	$5.45 to 5.60
Sugar Candy, per picul	$8.95 to 9.05
Sugar Candy, Foochow, per picul	$8.90 to 9.30
Vermicelli, Tientsin, per picul	$8.60 to 9.50
Walnuts, per picul	$5.25 to 6.85
Wheat, Tientsin, per picul	$1.75 to 1.85
Wheat, California, per picul	$1.85 to 1.88
Wood Oil, per picul	Tls. 6.4.0 to 6.4.5
Pea Oil, per picul	Tls. 5.4.5 to 5.5.0
Tea Oil, per picul	$9.25 to 9.55
Window Glass, per box	$3.30 to 3.45

SHIPPING IN THE CHINA WATERS.

HONGKONG.

STEAMERS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Albay	Sept. 24	Ashton	Brit. str	366	D. Lapraik & Co	Haiphong
Burmese	Sept. 22	J. Luck	Brit. str	1268	Jardine, Matheson & Co	
Cassandra	Sept. 25	Langer	Ger. str	928	Wm. Pustau & Co	
Charlton	Sept. 21	Johnson	Brit. str	787	Hop-kee	Cooktown
Fame	—	Stopani	Brit. str	116	H. K. & W. Dk. Co	Tug Flying
Gaelic	Sept. 20	W. H. Kidley	Brit. str	1713	O. & O. S. S. Co	Y'hama, &c.
Ichang	—	D. Martin	Brit. str	700	Butterfield & Swire	
Kinshan	—	A. G. Cary	Brit. str	1050	H.C. & M. Steamboat Co	
Kin-Kiang	—	T. Benning	Brit. str	1061	H.C. & M. Steamboat Co	
Malacca	Sept. 18	H. E. Smith	Brit. str	1044	P. & O. S. N. Co	Yokohama
Penedo	Sept. 25	J. Cain	Brit. str	652	Siemssen & Co	
Pernambuco	Sept. 22	Wm. Hyde	Brit. str	643	Wm. Pustau & Co	Saigon
R'janatianunbar	Sept. 25	Hopkins	Brit. str	933	Yuen Fat Hong	Bangkok
Saada	Dec. 17	Peterson	Brit. str	37	P. & O S. N. Co	Yokohama
Sea Gull	Sept. 19	Roberts	Amr. str	48	Insurance Co	
Sindh	Sept. 26	Nomdedeu	Fren. str	1903	Messageries Maritimes	Saigon, &c.
Spartan	Sept. 26	Cooper	Brit. str	987	Jardine, Matheson & Co	
J. Joejacbhoy	—		Brit. str	184	Kwok Achsong	
Taiwan	Sept. 26	M. Young	Brit. str	408	D. Lapraik & Co	Amoy, &c.
Tibre	Sept. 26	de Girard	Fren. str	1096	Messageries Maritimes	Yokohama
Ulysses	Sept. 27	Guard	Brit. str	1560	Butterfield & Swire	
White Cloud	—	Hoyland	Brit. str	652	H.C. & M. Steamboat Co	
W. C. de Vries	June 4		Brit. str	334	George McBain	—
Yot-sai	—	D. Browne	Brit. str		Kwok Achsong	
Yottung	Sept. 23	Hawkins	Brit. str	286	Kwong Lee Yuen	
Zamboanga	Sept. 11	Aranguren	Span. str	651	Butterfield & Swire	

SAILING VESSELS.

VESSELS.	DATE OF ARRIVAL	CAPTAIN.	FLAG AND RIG.	TONS.	CONSIGNEES.	DESTINATION.
Abel Abbot	Sept. 24	J. Chase	Amr. sch	590	Order	
Aberlady	Aug. 5	John Nicoll	Brit. bk	735	Vogel, Hagedorn & Co	New York
Alice	Sept. 24	W. C. Law	Brit. bk	626	Russell & Co	
Alphington	Sept. 6	Cunningham	Brit. bk	326	Wieler & Co	For Sale
Alva	Aug. 30	E. de Souza	Port. sh	631	Brandao & Co	
Annie S. Hall	Sept. 25	Nelson	Amr. sch	455	D. Lapraik & Co	
Auguste	Aug. 10	Thomson	Brit. sch	210	Meyer & Co	P. Elizabeth
Banian	Sept. 4	F. Grandin	Brit. sh	760	Meyer & Co	
Bertha	Sept. 25	Ringe	Ger. bk	442	Wieler & Co	
Charon Rattana	Aug. 12	Ullrich	Siam. sh	656	Chinese	
C'lotte Andrews	Sept. 5	Place	Brit. bk	356	Rozario & Co	Quinhon
Ch'ron Kamrye	Sept. 4	Moller	Siam. bk	480	Chinese	
Chili	July 30	W. Veal	Brit. bk	446	Gibb, Livingston & Co	Callao
Chinaman	Sept. 21	Mckenzie	Brit. bk	667	Chinese	
Cilurnum	Sept. 25	Shrewsbury	Brit. sh	1884	Wieler & Co	
Corean	Sept. 25	Vincent	Amr. sch	150	Chinese Insurance Co	
Corinne	Sept. 19	Robertson	Brit. bk	395	Wieler & Co	
Criterion	Sept. 1	W. Lull	Amr. sh	1546	Siemssen & Co	
Darra	Sept. 14	Cammeron	Brit. sh	999	Jardine, Matheson & Co	Haiphong
E. M. Young	Sept. 24	McMichen	Brit. bk	345	Chinese	
Eud. Adolphine	Aug. 6	Martin	Fren. bg	254	Carlowitz & Co	Quinhon
Galatea	July 30	Taeger	Ger. sh	1296	Vogel, Hagedorn & Co	S. Francisco
Georgina	Sept. 4	Jas. Romney	Brit. bk	314	Wm. Pustau & Co	
Geo. Croshaw	July 21	Irving	Brit. bk	658	Vogel, Hagedorn & Co	London
Glory	Aug. 18	Thompson	Siam. bk	449	Tuck-mee	
Gold Hunter	July 5	Freman	Amr. sh	1200	Russell & Co	New York
Grasmere	July 1	Hastings	Brit. bk	698	Vogel, Hagedorn & Co	New York
Great Admiral	Aug. 19	Thompson	Amr. sh	1576	Russell & Co	
Harbinger	July 27	A. Johnston	Brit. sh	1506	Jardine, Matheson & Co	
Hieronimus	Sept. 23	C. Biehl